

# American Aviation

The Independent  
Voice of  
American Aeronautics

15c A Copy

Vol. 1. No. 3

Published Twice a Month

July 1, 1937.

\$3.00 a Year.

## Fortnightly Review

### Burning Brakes

**I**F YOU HAVE sometimes thoughtlessly failed to release the emergency brake when driving off in your car and have wondered why you couldn't get up speed—and suddenly brought to your senses by the smell of burning brake lining—you can understand what is wrong with scheduled air transportation in the United States today.

The smell of burning brakes caused by a short-sighted air mail act that retards the natural speed of air transport development in this country, is reaching the nostrils of Congress. That smell is getting stronger daily. We believe the Congress should and will act favorably upon the McCarran-Lea bill, before our air transport machine sustains further damage.

The Congress of the United States has never intended that brakes be used on scheduled air transport to retard progress. Legislative brakes have been provided (and rightly so) to keep corporate financial plans and operation's safety in line with the public's best interests. But brakes in the form of inadequate payments for transporting the air mail on the heavily loaded as well as the weaker routes, brakes which enable the Postmaster General to leave frantic passengers unserved at airway stations while empty seats provide the weight margin for heavy air mail poundage, brakes which compel the airlines to schedule trips to serve the air mail at times not convenient for passengers to depart, brakes that keep airlines from serving new communities with unused airports because such additional service (to use the wording of the present air mail act)

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## T. W. A. Out To Buy Eastern; Wall Street Financing Back

### NEW BUREAU RULES FEARED BY FLYERS

Private Flyers Association  
Warns Members of Stringent  
Regulations; Urges Pro-  
test to Fagg

Fearing more stringent non-scheduled flying regulations by the Bureau of Air Commerce, the Private Flyers Association in its June bulletin urges its members to write to Fred D. Fagg, Jr., director of the Bureau, to protest against any further regulations of private flying. It also hints at "airline pressure" in the Bureau.

Referring to the widely-disseminated Universal Service newspaper story which purported to outline sweeping and drastic air traffic regulations for non-scheduled flying including two-way radio requirements for every private airplane, the bulletin said:

"We have asked Director Fred D. Fagg for a 'yes' or 'no' confirmation or denial and are informed in reply that no changes will be made without full opportunity for all interested parties to be heard. We understand from other sources that this release is in the nature of a 'trial balloon.'

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### Reported Active



LOU B. MANNING  
who views the show at Aviation Corporation for E. L. Cord, and who is reported to be currently active in various aviation financial moves.

### Financial Interests Return to Big-Time Aviation; E.A.L. Pur- chase Moves Along

**F**OR the first time in more than three years, since the cancellation of air mail contracts, Wall Street money is pouring back into aviation and particularly into air transportation.

With this renewed influx of big money into air transport have come rumors and reports of big-scale operations, mergers, refinancing and plans on a level comparable to the hectic days from 1930 to 1934.

From authentic and reliable sources in Wall Street has come word of a proposed purchase of Eastern Air Lines by the financial interests back of Transcontinental & Western Air, Inc. It would be an outright purchase of one line by another, the only type of consolidation likely to be approved by the Post Office Department which has the final word on the matter.

The purchase would bring back into one management the two lines that were together before the cancellation—then under North American Aviation—and would form one of the strongest air transportation routes in the country.

How close the purchase is to consummation is a matter of speculation, but it is close enough to have caused a number of important airline officials to scurry about the country on hastily-arranged conferences. What is definitely known is that Lehman Brothers, New York brokerage and investment house, is the leading party in the move and has taken the initiative in promoting the deal.

It would be one of the largest airline purchases in the history of the industry.

The move is a natural one. North American Aviation Inc., which has a considerable General Motors interest, not only engages in manufacturing of aircraft through its large plant at Inglewood, Calif., but operates Eastern Air Lines. Although the Air Mail Act of 1934 specifically prohibits any one management to engage in both air transportation and manufacturing, the arrangement apparently was approved, at least passively, by the Post Office as an exception to the rule.

### Bills Pending

Lately, however, the movement to  
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## McCarran-Lea Bill Due for Debate Early in July; Battle Lines Drawn

**W**ITH battle lines drawing sharper, aviation's most important pending legislation at the present session of Congress—the McCarran-Lea bill—is scheduled to come up for debate and vote early in July.

The issue is squarely one of economic regulation of the air transport industry. The McCarran-Lea bill would extend to the Interstate Commerce Commission regulatory powers over air transportation similar to the powers it now exercises over rail and motor transportation. At present the Post Office Department has full control over the airlines. A handy reference table of this legislation is published elsewhere in this issue.

In the Senate the bill is known as S-2. It was introduced by Senator Pat McCarran, (Dem.-Nevada), and is gen-

erally similar to the bills he has introduced in the past two sessions of Congress.

In the House the bill is known as H. R. 7273, introduced by Representative Clarence Lea, (Dem.-Calif.), long a friend of aviation and one of the most powerful members of the House.

The bill has the unanimous support—at least nominally—of the air transport operators. The Air Transport Association is on record many times as favoring passage.

Probably the most serious factor in the entire pending legislation is the lack of public education concerning the bill's features. Although the bill has the support of virtually every aviation interest, Chamber of Commerce, municipalities and all others concerned with  
(Turn to page 2)

## NEW AIRMAIL BIDS OPEN ON JULY 12

### Airlines Anxious as Many Companies Are Bidding on Four New Routes

Air transportation interests are awaiting with anxiety the opening of bids July 12 by the Post Office Department for the four new air mail routes advertised June 11.

These are: Winslow-San Francisco; Washington-Buffalo, Dayton-Chicago, and Huron, S. D.-Cheyenne.

Whatever the outcome of the bidding, the results are fully expected to have important repercussions among the major companies. American Airlines is not in a position to bid, and United Air Lines is not in a position to bid on more than one of the four routes, but with these exceptions most of the airlines are out for at least one segment.

Dummy companies are rumored. Transamerica Aviation Corp., composed of at least one executive of another airline, is expected to bid. Transcontinental & Western Air will bid on San Francisco-Winslow, Dayton-Chicago and possibly Washington-Buffalo. Western Air Express is after several routes. Hanford is almost certain to bid on Huron-Cheyenne. A bid on Washington-Buffalo is certain from Pennsylvania-Central and very probably from Eastern Air Lines. A transcontinental route is reported to be after Huron-Cheyenne, but both United and Northwest profess not to be interested.

As reported in the last issue, the Brownsville-Houston route was all set to be advertised but because of pressure brought by Braniff, the Post Office was cornered into holding it out of competitive bidding. No action has

been taken since that time. A number of new routes are to be advertised later, but not until the present contracts are awarded. The Post Office is understood to be waiting to see what prices are offered on the first four routes.

While \$1 a year bids were rumored on the Brownsville-Houston route, similar low bids are expected on some of the remaining four. Washington-Buffalo most assuredly will get some low bids, also Winslow-San Francisco. The air transportation interests have admittedly been jittery about the outcome, since winning contracts on the four routes will have important bearings on future development of air routes, particularly the major lines. One company, Hanford, is reported to have decided to place a "fair and reasonable" bid and not to bid to get the Huron-Cheyenne route "at any price" which has been the slogan of a number of interests.

### Notice

The reception AMERICAN AVIATION has received has been overwhelming. Judging from the subscriptions, letters and telegrams that have poured into our offices, AMERICAN AVIATION is an overnight sensation—a smash hit. We ask the indulgence of subscribers if we are slightly tardy in keeping our records up to date. Subscriptions have come in such quantity that some subscribers may receive duplicate copies of this issue because of the lack of time in removing names from sample lists. If you receive two copies, please pass one to a friend who may want to subscribe. The popularity of the first two issues was such that 46,000 copies of this issue are being printed, something of an all-time record. Complimentary distribution will not be continued—The Publishers.

## BUREAU RULES FEARED

(Continued from page 1)

"This Association, through its regulations committee, of which Dr. Irving Langmuir is chairman, has been in conference with Mr. Fagg on a number of occasions since he took office. The Bureau is engaged in revising non-scheduled flying regulations and our committee has been attempting to secure less drastic, rather than more stringent rules.

"The newspaper report, intentionally or not, appears to reflect pressure by airline interests to rule by Bureau regulation all non-scheduled flying out of the air. The requirements mentioned would, with very few exceptions, have that effect. All possibility of further growth in non-scheduled flying would be ruled out. Non-scheduled flying counts planes, pilots, and students in thousands, airlines in hundreds. A few individual private owners pay more taxes than all the airlines combined. The injustice of such requirements as those quoted is too obvious to argue and too impractical to discuss at this point.

### Urges Protests

"The Association favors regulations to prevent traffic accidents in conditions of poor visibility. We do not favor any regulations more drastic than necessary for that purpose. We suggest two steps to stop the movement of which the clipping is a manifestation:

"1—Write your objection in a few words to Fred Fagg, Bureau of Air Commerce, Washington, D. C., and your Congressmen.

"2—Help build up this association to a really large membership. The bigger we are, the more effective."

In the same bulletin appears a warn-

ing about the draft of a law for adoption by the 48 states prepared recently by the American Law Institute. This draft makes each and every aircraft owner liable, for negligence or not, for stipulated damages for personal injury or property damage for amounts of \$10,000 to \$100,000 depending on total horsepower. It requires insurance to cover. In other words the injured collects, without proof other than the injury. He may sue for additional amounts in the usual way. This applies indiscriminately to all airplanes.

"Here is another attempt, intentional or not, to destroy non-scheduled flying," the bulletin states. "We will not bother to argue this case either. Our position as pilots or owners is obvious. Watch your legislature. If this law is proposed notify us. We will help fight it."

### National in Scope

The Private Fliers Association, organized in 1933 and incorporated in 1935, is a non-profit, self-supporting, self-governing organization composed of pilots throughout the country. Its offices are at 96 Wall Street, New York City. There are two classes of membership, active for pilots who do not earn their living as such and for student pilots, and associate, for all other individuals. Annual dues are \$5.00.

At present the president is Alexander Stevenson, Jr., of the General Electric Company at Schenectady, N. Y.; Dwight P. Joyce, vice-president, of the Glidden Company, Cleveland; William W. Brinkerhoff, secretary and treasurer, of Brown, Crosby & Co., 96 Wall Street, New York; and directors are as follows: Dr. John D. Brock, Kansas City, Mo.; Charles A. Hinch, Cincinnati; Henry King, Los Angeles; Dr. John Miller, Greenwich, Conn.; George Sidenberg, Jr., New York City; and Grove Webster, Hackensack, N. J.

## MCCARRAN-LEA BILL

(Continued from page 1)

the advancement of air transportation, with the notable exception of the Post Office Department, close observers see passage dangerously threatened by an almost total lack of coordinated publicity.

In view of the fact that the legislation is of the utmost importance to the airlines, several last-minute movements have been started to win votes of Congressmen and initiate enthusiasm over the country.

Salient features at the time of writing are:

The air transport industry is for the bill.

The Air Line Pilots Association is for the bill.

The U. S. Chamber of Commerce, the Junior Chamber of Commerce, the Northwest Aviation Planning Council, and other similar groups are for the bill.

The attitude of the President is speculative. Some sources indicate that he has approved; others maintain he is too much concerned with other matters and has given it no attention; still other reports are that he is neutral in view of the Post Office attitude.

Two Government agencies are definitely opposed: the Post Office Department, and the Department of Commerce. Reasons for opposition by the former are more or less obvious, for the airlines are a useful political football. Reasons for the opposition by the Department of Commerce are vague and irrational, since the bill would in no way strip the Department of any of its present powers.

### McKellar Opposed

In the Senate, chief opposition will come from Senator Kenneth McKellar (Dem.-Tenn.), chairman of the Senate Post Office Committee. He is a spirited orator. Senator Royal S. Copeland (Dem.-N. Y.), chairman of the Senate Commerce Committee, formerly reported against the bill, is now understood to be in complete favor of it. Senator Hugo Black (Dem.-Ala.) of the famous Black investigating committee, will probably be opposed. Big shock to some aviation leaders is word from Senator William Gibbs McAdoo, highly touted in some quarters as a friend and benefactor of aviation, that his mind is not made up but that he probably will oppose the bill.

In the House, chief opposition will center about Representative James Mead (Dem.-N. Y.), chairman of the House Post Office Committee, who has several bills introduced into this session on his own. Representative Lea will largely offset this influence.

Tremendous dissatisfaction has developed in some quarters over the preparations for handling the bill. Although it is of the most vital concern to the air transport industry—strongly admitted by the operators—there has been no one vocal rallying point. Col. Edgar S. Gorrell, president of the Air Transport Association, who was active at hearings held in February, March and April, would issue no statement except to refer to his solid endorsement of the bill as expressed in Senate and House hearings.

### Independent Movements

It is known that in view of a lack of any coordinating voice, several independent groups are now hard at work trying to line up votes. General opinion is that the bill would pass without much difficulty if every Senator and every Representative were actually aware of the bill's provisions. To date there has been no poll made of Congressional sentiment. One movement started after

the middle of June was initiated by a group of cities who see their own air transportation lives at stake in the bill. There has been a startling lack of newspaper editorials—principally because no one has supplied the newspapers with material.

On his own initiative, Arthur S. Dudley, executive vice-president of the Sacramento, Calif., Chamber of Commerce, recently asked every Chamber of Commerce to take action on the bill and seek their Congressional support. The response was immediate.

Dudley also obtained substantial newspaper support in California for the bill. The newspapers had never heard of it before he called it to their attention.

"Practically every interest in the country is for the bill," one high aviation man said. "Every city would be for it one hundred per cent if they but knew what it was all about. If the airlines want to be regulated under the bill's provisions, then it must be good regulation. I have contacted a few Congressmen myself and they were all for it after I explained the provisions."

### Important to Airlines

"It should pass easily. If it doesn't, it will be because nobody did anything to educate the public and their representatives. It is the life blood of air transportation. It merely places air transportation under the same regulatory supervisions as the railroads and motor carriers. There's only one reason why anybody would be against it—and that's politics. Instead of this being an open fight to pass fair legislation, there seems to be some pathological mysticism about keeping it quiet. What for I don't know. I hope it's not too late to do some good."

In Washington there are as many predictions of passage as there are of defeat. All that is certain is that the bill is now on both House and Senate calendars and that it will come up for debate almost any time this month, probably around July 15.

The bill has a better than 50-50 chance to pass. It is largely a matter of Post Office strength, for officials of that department have been actively at work not only lining up Congressional support but also the support of Postmasters and others. Reasons for Post Office opposition have been expressed in editorials in the past two issues of AMERICAN AVIATION. See also editorial this issue.

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# U. S. - Alaska Route Two-Thirds Open

## July 5 Sees Almost All of Direct Air Trade Route to Northern Territory Completed with Remaining Gap to be Filled Soon; Connection Long Planned

THE long-contemplated and dreamed-of air connection between the United States and Alaska will be two-thirds in operation on July 5. Few in this country have been aware of the rapidly developing aerial services in the Canadian Northwest, a development which leaves only a small gap to be filled within the next few months before this country is connected by scheduled air service with its important Territory in the Far North.

Not only does the development of this route bring closer "an inside route to the Orient" from the United States, but it marks the beginning of a significant shift in emphasis on aerial trade routes: from east-west to north-south. Up to the present, the principal development of air routes has been westward. With most of those already established, the movement now begins to link the entire north and south continents from the rich mining and hunting sections of Alaska and the far north of Canada with the United States, Mexico and South America.

Authorization for the carrying of air mail between Edmonton, Alberta, and Whitehorse, Yukon Territory, was granted recently by the Canadian Postal Services, to United Air Transport, Ltd., a Canadian airline. Air mail carriage becomes effective July 5. United Air Transport has been carrying heavy freight loads between Edmonton and Whitehorse for some time and is well equipped now to begin full-scale scheduled airline operations.

### Developed in North

In view of the many plans for a U. S.-Alaska airline, it is perhaps unusual that the line should finally be developed from the north instead of the south. The remaining gap is not in the Far North, but between Great Falls, Montana, and Lethbridge, Alberta, a small section which will be operated shortly. At the northern junction, Whitehorse, the Canadian line links with Pan American's Pacific Alaska Airways with connections to all important parts of Alaska.

One more gap in the south will be filled within the next two months when Trans-Canada Airways, the government-sponsored transcontinental airline begins operations between Vancouver and Winnipeg, probably by September. Part of this route includes north-south connections between Lethbridge, which is on the transcontinental route, and Edmonton, which is the greatest center of air transportation in Canada at the present time.

There is little doubt that the development of the Edmonton-Whitehorse airway is a real coup for advocates of the "inside route to the Orient." They have beaten Seattle and other Northwest interests to the gun in actually getting a U. S.-Alaska airway opened to traffic.

### Gap to Be Filled

Not only will the route be two-thirds in operation on July 5, but it is only a matter of months before the Great Falls-Lethbridge gap will be filled. National Parks Airways has long wanted to extend northward to Lethbridge and Department of Commerce officials have just within the past two weeks made extensive surveys of the territory preparatory to giving approval for the ex-

tension. The Post Office is understood to be ready to award an air mail contract.

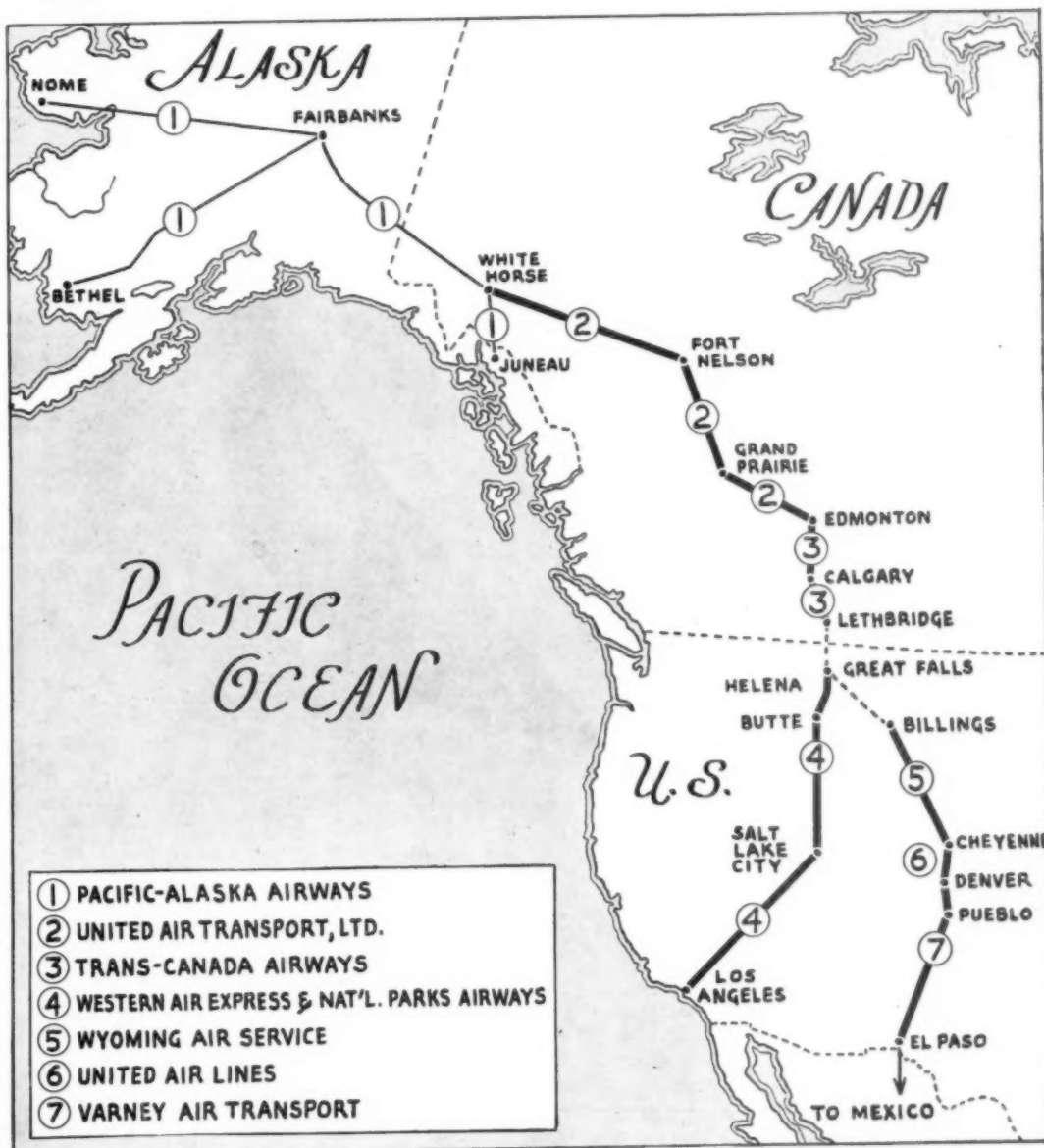
The development has international significance. As soon as the remaining gap is filled, a direct airline service is thusly provided from all important points in Alaska all the way down to Los Angeles and San Diego. Recent purchase of National Parks Airways by Western Air Express gives through service in this country. The two lines will begin single operation on August 1. A passenger or air mail from Los

Angeles would travel from that point to Salt Lake City, to Helena, to Great Falls, to Lethbridge, by a single service. A transfer to Trans-Canada Airways would be made at that point to Edmonton. From Edmonton to Whitehorse the cargo is carried by United Air Transport and then transferred to Pacific Alaska Airways.

There is another significant angle, also international in scope. The Post Office is expected to grant an extension soon for air mail carriage to Wyoming Air Service from Billings to Great

Falls. This means another direct connection to points in the United States. Passengers could transfer at Billings to Northwest Air Lines for Chicago and the east, or go by Wyoming Air Service to Cheyenne for United connections east and west. Or he could go straight south via Varney Air Transport to El Paso, and it is no secret in Denver that plans are being developed for through traffic via Denver from Alaska to Mexico and South America.

That the Canadian aviation interests (Turn to next page)



Here is how the air routes line up to date: (1) Pacific Alaska Airways (Pan American) now in operation. (2) United Air Transport, Ltd., begins carrying of air mail, passengers and freight on scheduled service July 5. (3) Trans-Canada Airways is to begin operations at this point about September 1, possibly earlier. (4) National Parks Airways and Western Air Express operate as one line August 1 and extension to Lethbridge expected this year. (5) Wyoming Air Service now operating to Billings and expects extension to Great Falls this year (6) United Air Lines recently bought this section from Wyoming Air Service and operating as of July 1 (7) Varney Air Transport now operating Denver-El Paso. Plans in the offing for an eventual continuation of line to Mexico City and south.

## NORTHWEST GROUP GATHERS AT BOISE

### Delegates From Four States Hear Discussions on Aviation Plans for the Northwest

Boise, Idaho, June 19—The third meeting of the Northwest Aviation Planning Council ended here today after three days of sessions devoted to addresses and discussions concerned with aviation development in the states of Montana, Idaho, Oregon and Washington, the Territory of Alaska and British Columbia. About 125 registered delegates and a hundred other guests attended.

The next meeting will be held at Vancouver, B. C., sometime in February or March.

The meeting went on record as follows:

Opposed to any increase of all taxes upon gasoline consumed in aviation either commercial or private.

Favoring passage of the McCarran-Lea bill giving regulatory powers of airlines to the Interstate Commerce Commission.

Favoring the enactment by state legislatures of laws directing state highway departments to provide and maintain roadside airplane landing strips.

Favoring the reestablishment of the Seattle-Victoria air mail service recently eliminated by the Post Office Department. (This was the first foreign air mail route established by the U. S.).

Other resolutions reiterated the Council's previous stand calling for more adequate national defense in the Northwest, favoring a basic aviation law for the U. S., requesting early completion of adequate air navigation aids on all air routes, more adequate development of airports, and similar measures.

#### Banwell Chairman

A. H. Banwell, of Medford, Ore., was general chairman of the meetings, with Walter R. York, of the Boise Chamber of Commerce and E. G. Harlan, also of Boise, as the local chairmen.

Speakers included Major General Oscar Westover, Chief of the Air Corps; Fred D. Fagg, Jr., Director of the Bureau of Air Commerce; Dr. Raymond R. Staub, chairman of the Oregon State Board of Aeronautics; Commander C. E. Rosendahl, U. S. Naval Air Station, Lakehurst, N. J.; C. N. Montiehl, executive vice-president of the Boeing Airplane Co., Seattle; Major Howard C. French, Air Reserve, Pearson Field, Vancouver, Wash.; Charles L. Smith, president of the Seattle N.A.A. Chapter; Fowler W. Barker, secretary of the Air Transport Association; Hainer Hinshaw, United Air Lines; H. L. Buckley, Railway Express Agency, Salt Lake City; Arthur S. Dudley, Sacramento Chamber of Commerce; Wayne W. Parrish, editor of AMERICAN AVIATION; Col. W. Sumpter Smith, principal aeronautical engineer, W. P. A.; Lt. Col. E. C. Popp, regional supervisor, Bureau of Air Commerce; Gill Robb Wilson, president, National Association of State Aviation Officials, Trenton, N. J.; Anthony J. Dimond, Delegate from Alaska, House of Representatives; C. N. Woods, associate regional forester, U. S. Forest Service; Joe D. Wood, engineering consultant, Idaho State Planning Board, and Fred D. Sheriff, State Commissioner of Aeronautics, Helena, Mont.

United Air Lines gave a stag buffet dinner and party on the evening of June 18, supervised by Hainer Hinshaw and N. B. Rader, U.A.L. traffic manager at Portland.

## Hindenburg Sabotage Not Ruled Out, Rosendahl Says in Boise

Boise, Idaho, June 17—Sabotage as a cause of the Hindenburg disaster "cannot be ruled out of the picture until you have something else to pin the disaster on," Commander C. E. Rosendahl, of the U. S. Naval Air Station at Lakehurst, N. J., told the Northwest Aviation Planning Council here today.

No one, he said, has yet answered to everyone's satisfaction the question as to where the fire originated. Most of the theories advanced, he said, involve such highly improbable concatenations of events as to be almost fantastic.

"I haven't any idea what caused the fire," he said. "We all know, however, the troubled German situation. We were informed at the court of inquiry that the German government had warnings before the Hindenburg sailed that there might be trouble. I have no reason whatever for saying it was sabotage; but I can easily see how it might have been."

"I don't believe any saboteur would have anything against the members of the crew and the passengers, and for that reason the fact that the Hindenburg was late in landing seems possibly significant. If things had gone according to schedule the vessel would have

been virtually deserted when the fire broke out at 7:21 p. m.

"The idea of a spark happening at just the moment when hydrogen was leaking from the cells seems so improbable as to be fantastic."

Commander Rosendahl said the lessons learned from the disaster will be of infinite value in the future.

"No one will ever build a hydrogen ship again, and that puts the absolute control of lighter than air navigation in the hands of the U. S., for we have a monopoly on helium, the other floating medium."

"We have a responsibility on our shoulders to work out a definite and coherent lighter-than-air program. Just because airship disasters are so much more spectacular than plane crashes, we should not be blind to the fact that we haven't had any more such disasters than aviation, or the automobile, or for that matter the early history of the railroad."

Turning to helium export, he said: "I fail to see where the export of helium can be a military menace to this country. Helium isn't a thing you can carry around in your pocket. We would soon know if any power tried to build up a reserve of it; and then we could take proper control steps."

## E. A. L. Gets Orlando, National Into Miami

Air transportation in Florida was again shifted after the middle of June when the Post Office Department acted upon the petition of Eastern Air Lines to provide off-line service to Orlando, in the center of the state, and the petition of National Airlines to skip Orlando on its St. Petersburg-Jacksonville run.

As expected, the P. O. gave permission to Eastern to route one of its Jacksonville-Miami trips by way of Orlando to provide that city with through service to the north and south.

In the case of National Airlines, however, the Post Office not only refused to grant the petition to eliminate Orlando as a stop, but eliminated that part of National's run from Daytona Beach to Jacksonville. Beginning July 15, National Airlines will run from St. Petersburg to Tampa, Lakeland, Orlando, to Daytona Beach, where it connects with Eastern's coastal service.

In addition the Post Office issued a stop order on National Airline's new service from St. Petersburg and Tampa to Tallahassee where it connects with the Atlantic & Gulf Coast airline from Savannah to Mobile.

To balance this stop order, the Post Office reversed an earlier decision and will permit, beginning July 15, National Airlines to fly between St. Petersburg and Tampa, and Miami. Only a month ago the P. O. told National Airlines to stop this Miami service on the grounds that it was in violation to the Air Mail Act of 1934.

#### May Arrest Pilots

Alhambra, Calif., June 21.—Student flyers may be arrested in the latest war here on stunt flying by citizens residing near Alhambra Airport. James B. Ogg, attorney, has sent a formal note of grievance to Chairman Legg of the Board of Supervisors protesting against low and stunt flying. William P. White, airport manager, has promised stricter enforcement of regulations.

## AIR LEGISLATION CALLED NECESSITY

### Editor Says McCarran-Lea Bill Enactment Would Be "Tremendous Step Forward"

Boise, Idaho, June 19—Enactment of legislation providing "fair regulations" was declared vital to the future of air transportation in this country by Wayne W. Parrish, editor of AMERICAN AVIATION, before the Northwest Aviation Planning Council in session here.

"The stage is all set," the speaker said, "for rapid aviation advancement, but we are waiting for the government to draw up the curtain."

He termed as a "tremendous step forward" the enactment of the pending McCarran-Lea bill which would transfer control of the nation's airlines from the Post Office Department to the Interstate Commerce Commission.

"Five years ago air transportation was a mail carrying system. Most of its revenue came from air mail and it was quite proper that the Post Office should control it."

"Today air mail revenue makes up only one-third of the airlines' income. Aviation has grown up. It should be treated as a big transportation industry which wants only fair regulations."

Parrish charged the Post Office, which he said has "absolute control of schedules, consolidations and extensions" of the nation's air routes, "is only interested in carrying the mail and using the airlines as a political football."

"The lines are controlled now simply for the convenience of our mail. It's time we permitted them to develop normally, as have railroads and buses."

"There is no such thing as an air mail subsidy. Every calculation I have seen indicates that the Post Office is either breaking even or is actually making money from air mail."

"Under the McCarran-Lea bill planes would carry the mail upon the request and the supervision of the Post Office. Their carrying the mail would be subject to the same regulations as are the railroads but all other supervision and regulation would be under the I.C.C. where it belongs."

## National Legislation

The McCarran-Lea Bill, reported in this issue, on calendars of both Houses, will be acted on shortly.

Foreign air mail bill, S-2516: Hearings held and completed in the House, hearings yet to be held in the Senate. Post Office Solicitor Karl Crowley recommended numerous amendments and changes to the bill which was printed in full in the last issue of AMERICAN AVIATION. Final form of the bill will not be known until all committee hearings are held. Since the McCarran-Lea bill also has foreign air mail provisions, S-2516 might possibly be rushed onto the floor in advance of actions on the McCarran-Lea bill.

The McCarran-Crosser safety bill, which would place safety regulations of scheduled air transport under control of Interstate Commerce Commission and remove such control from Department of Commerce, (S-1760 and H. R. 7474) strongly backed by the Air Line Pilots Association, has picked up considerable steam. The bill is now on the calendar of the Senate and is to be reported out of the House committee shortly. Although Senator Royal S. Copeland strongly opposes the bill, many adherents are reported to have been gained in both houses of Congress within the past few weeks.



## POWER PLANT HELD BAR TO AIR GROWTH

### C. N. Monteith Tells Boise Meeting of Aleutian Island Route to Orient Is Coming

An air route to the Orient by way of the Aleutian Islands within from five to ten years and an eventual air route from San Francisco to Europe over the North Pole were predicted by C. N. Monteith, executive vice-president of the Boeing Airplane Company Seattle, at the Northwest Aviation Planning Council meeting held in Boise, Idaho, June 17-19.

"It is impossible to predict what will come in the future," Monteith said. "In the short space of ten years we have developed aids to fly through anything. When you say that flying the north coast to the Orient is impossible because of weather, you're crazy. Development is not going to stop where we are now. We're all lazy mentally.

"The China Clipper now flying the Pacific weighs more than the smallest boat in Columbus' fleet when he came to America. Columbus could no more have predicted the Queen Mary than we can predict what is coming in the way of aircraft.

"I venture to say that in ten years, maybe five, a route by way of the Aleutian Islands will be a reality. Ships will be big enough, and the equipment good enough, to get 'up on top' and laugh at the weather. By way of the Aleutians it is 2,300 miles shorter than the present trans-Pacific route. That amounts to one day's flying.

#### Predicting Dangerous

"Predicting is like rowing a boat. The only way you know where you're going is to see where you've been.

"In 1939 you will see regular weekly—perhaps daily—service across the Atlantic for anybody who wants to buy a ticket.

"Are we going to stop with a forty-ton clipper? Not by a long shot. Why should we say that a forty-ton flying boat is the limit in size? Somebody someday will put wings on the Queen Mary. There's no limit to the size of the flying boat.

"The limit right today is the power plant. Power plants today are as primitive as far as aircraft are concerned as the bank of oars that Lief Ericson brought himself with to the shores of North America. We've just broken the ice. My one regret is that I won't live to see what this thing is coming to.

#### Limit Temporary

"As far as landplanes are concerned, there is a limit at the moment. But new investigations will change this picture. The present limit to landplanes is the increased cost of ground facilities, but new ideas will overcome this.

"It won't be long until you will be able to climb aboard an airplane and go to bed and cross the continent either way and have breakfast at one end and dinner at the other or vice versa. We are almost there now. Twelve hour transcontinental schedules will be a reality soon.

"Billy Mitchell, who died of a broken heart, had ideas far beyond his time. He was ruled out of the Army for yelling for planes that are now realities. He talked of planes going over the North Pole, and yet today the Russians are on the North Pole taking weather observations for a route from Moscow to San Francisco." (Ed. Note: Mr. Monteith spoke two days before the Russians actually flew from Moscow to the U. S.).

AMERICAN AVIATION is the most discussed magazine in aviation today.

## Jim Mead Doesn't Like Editorial So He Issues 2-Page Press Blurb

Representative James M. Mead (Dem., N. Y.) didn't like AMERICAN AVIATION's editorial in the June 15 issue on "Mister Mead—Auctioneer." He didn't like it a bit. Mr. Mead is chairman of the House Post Office Committee. He is one of the most astute politicians in Congress. He is intelligent, a cultured talker, a quick thinker, but he didn't like an editorial which quoted his own remarks on the floor of the House. "It is expected that the Post Office Department will receive some very low bids, perhaps as low as ten cents a mile."

But Mr. Mead didn't tell AMERICAN AVIATION of his dislike of the editorial. Instead, he sent a two-page publicity release extolling himself to all other aviation publications and left a sheaf of the releases in the Press Gallery of the House. A newspaperman called AMERICAN AVIATION about this, and we managed to get a copy. The grapevine route told us that Mr. Mead considered his release a "reply" to the editorial.

The editorial had mentioned something about politics. In the June 1 issue it was stated, in rather blunt style, that Mr. Mead was playing politics with the Post Office Department. It pointed out the sorry plight of the air lines in the current air mail situation and the trend of the bidding on the current air mail contractor—far below any sane level which would insure safety of operations for the public.

Mr. Mead hardly needs to send out a press release on his contributions to aviation. He has done much that has been above reproach. He is one of the best informed on aviation in Congress. He knows better himself than anyone else what contributions have been good and what have been bad. The irony is that Jim Mead knows at this moment that he is playing politics for the sake of expediency. He knows better than any man in Congress that when he said that ten cent bids would be offered that ten cent bids are a disgrace to air transportation. No one knows better than Jim Mead that no airline under the present system of carrying the mail can assure safety to the public, can conduct safety research and plan for a stable future, with a ten cent rate.

AMERICAN AVIATION's editorial stung hard. So Jim Mead issues a press release to everybody except AMERICAN AVIATION. Well, the record must be kept straight. Here is Jim Mead's release:

"Representative Jas. M. Mead, Chairman of the House Post Office Committee, has inaugurated a most ambitious program for the further development and advancement of aviation. Always an advocate of aviation in the past, and the sponsor of many bills affecting this new industry, the Congressman urged increased appropriations when both the Post Office and the Commerce appropriation bills were before the House. He carried his fight to the other body and also urged the con-

ferencees to approve of larger sums for air safety as well as for the extension of existing services. Representative Mead explained to the House that an outlay of fifteen million dollars for a three-year program would bring our airport equipment and flying aids up-to-date. Representative Mead also recommended increasing the air mail appropriation by \$500,000, which was contained in the Senate bill, but the conferees agreed upon an increase over the Budget estimate of \$250,000.

"Representative Mead then introduced a bill to increase the air mileage now authorized by law by three thousand miles, and at the same time to increase the flown mileage from forty-five million airplane miles to fifty-two million airplane miles. This bill has already passed the House and is now in the Senate.

"He is now interested in a committee bill which will authorize experimental services for a period of one year at a cost not to exceed one hundred thousand dollars. Under this authority Congressman Mead believes that a stratosphere air mail route could be tried out, and a night flying line with blind flying equipment carrying mail only could be developed. He also believes that a pick-up service, which would permit of the pick-up and delivery of mail on feeder routes without requiring the plane to effect a landing, could be the subject of experimentation.

"Representative Mead's latest legislation is contained in the proposed bill for overseas Air Mail Service. The postage, it is understood, on first-class mail to be carried by new trans-Atlantic air mail service, will be twenty cents per half-ounce. The rate of mail pay would be at \$1.85 per pound of mail for one thousand miles.

"In the interest of American operators, Chairman Mead has suggested a provision to insure that the United States would pay no foreign carrier a rate higher than that paid by a foreign government to an American carrier. Under the terms of this bill both the American and English companies would share equally and proportionately in the trans-Atlantic air mail business.

"Representative Mead contemplates the introduction of a resolution which would require standard equipment on all planes carrying domestic air mail, and the proper aids to navigation on all fields where air mail service is now in operation. The Congressman believes that the last deficiency appropriation should contain an appropriation to insure experimental service and at the same time cover the expenses involved in all pending aviation measures.

"By inaugurating experimental services, new equipment and flying aids would be tried out before their use on passenger carrying ships.

"Representative Mead is sponsoring a proposal to enlist all air mail pilots in the Army Reserve Corps and to provide two months of intensive military training for them."

## CEREMONY HELD AT YELLOWSTONE PK.

### Aviation Officials Gather as Guests of National Parks Airways to Open 3rd Season

West Yellowstone, Mont., June 19.—Aviation and civic officials from many states gathered here today to mark the third anniversary of direct air passenger, air mail and air express service to Yellowstone Park. About 200 persons attended the dinner tonight sponsored by the West Yellowstone Chamber of Commerce.

The celebration also marked completion of plans for the merger of National Parks Airways, which operates from Salt Lake City to Great Falls, Mont., and Western Air Express, operating from Salt Lake City to San Diego. The merger will become effective August 1. Thomas Wolfe, vice-president of W. A. E., told the group that eight national parks will then be served by a single airline and that the merger created the longest north-south route in the country.

West Yellowstone Airport, served each summer as an off-line service of National Parks Airways, is the highest regular air mail field in the U. S., being 6666 feet above sea level.

Speakers included Alfred Frank, president of N. P. A.; W. H. Hammond, chairman of the Utah State Aeronautical Commission; Governor Leslie Miller, of Wyoming; Orange Lemon, railway mail service chief clerk; Edwin B. Rogers, Yellowstone National Park superintendent; A. W. Stephenson, vice-president of N. P. A.; S. R. Newman, district traffic manager of United Air Lines; Fred D. Fagg, Jr., director of the Bureau of Air Commerce, Washington; and Willard Thompson, secretary of the Butte, Mont., Chamber of Commerce. Guests included many newspapermen and airline officials.

### Star Route Air Mail Bill Introduced by Senator Hayden

A bill that would make it possible for the Postmaster General to award contracts for transportation of any or all classes of mail by airplane upon star routes not over 200 airplane miles in length by direct flight between termini, has been introduced into Congress by Senator Carl Hayden (Dem., Ariz.). It is numbered S-2460. Payment would not be made from regular air mail appropriations but from appropriation for inland transportation by star routes. Base rate of pay would not exceed 20 cents per airplane mile for a load not exceeding 250 pounds of mail and not exceeding 1 cent per airplane-mile for each twenty pounds in excess of 250 pounds.

Such a bill, if passed, would do much to extend air transportation in isolated areas. Only in Alaska is mail carried on star routes by airplane. Grand Canyon Airlines has been interested in such arrangements in order to serve a number of small communities in the sparsely settled mountain areas in its territory. The bill is now in the Committee on Post Offices and Post Roads.

### Newspaper Advertising

Chicago, June 21.—American Airlines Flagships have been flying over the city advertising the new streamlined make-up of the Chicago American. The newspaper has used the streamlined planes to good advantage in comparing airplanes with the new type of streamlined make-up—and also swell publicity for A-A.

### Oregon Tour

Medford, Ore., June 26.—With substantial cash prizes assured for pilots, the Oregon Air Tour was all set to start from here July 2 under sponsorship of the Oregon Aviation Development Committee. Stops were to be made at Klamath Falls, Bend, Baker, Ontario, Pendleton, Albany, Marshfield, Astoria, and Portland, the last stop being made July 11. Advance registrations indicated the best tour ever held in the state.

### Newark's Fifth Line

Newark, N. J., June 21.—Offices of the fifth airline have been opened at Newark Airport. J. G. Morrow, treasurer of Canadian-Colonial Airways, Inc., has taken quarters in the administration building. For eight years Morrow was connected with American Airlines as manager of Chicago general offices. Canadian-Colonial operates the Newark-Montreal service jointly with American Airlines.



Should the TWA-EAL deal go through, here is how the two lines would link up. While neither compete in any way at present, each would bulwark the other in passenger, mail and express connections.

## TWA OUT TO BUY EAL

(Continued from page 1)

divorce once and for all, and without any possible loopholes, the manufacturing and the transportation phases of aviation, has grown rapidly. The Mead bill now pending in Congress leaves no alternative but for a complete divorce of Eastern Air Lines and North American Aviation. The McCarran-Lea bill likewise leaves no way for manufacturing and transportation to remain together.

While there has been feeling in some quarters that North American Aviation is vulnerable to legal action, few believe such action by the Government is likely or desired. Nevertheless, in view of pending bills and an ever-growing more hectic mail situation, it is understood that North American Aviation has decided to take steps to divorce Eastern and retain only the manufacturing division.

That is when the movement to purchase Eastern got underway. It is understood on reliable information that heads of Eastern Airlines are bitterly opposed to being absorbed by Transcontinental. But the move is strictly a banking and financial maneuver and the boys who run the line don't have too much to say about it. On the side of TWA, it can be said that here, too, the boys on the line have not taken the initiative—it's the financial interests behind the line.

### Irony

Irony as far as air line personnel is concerned is that in the old days, Jack Frye, now president of TWA, was under Eddie Rickenbacker, then on top as far as operations of North American were concerned. When the realignment of airlines took place during cancellation, Jack Frye was pulled out to

head up TWA, and Eddie continued to head Eastern. Now the line headed by Jack Frye is seeking to take over Eastern. The purchase might well be a blow to Eddie Rickenbacker, for the industry concedes he has done a heroic job of building up Eastern into a major system of the first importance.

The purchase is a natural from more than one standpoint. TWA has long been anxious to get an entrance into Washington, the national capital. While TWA has had the most direct transcontinental route, it is merely one thin line across the country except for its non-mail off-line service to Chicago. With Eastern's system linked to it, TWA would be strongly bulwarked in the East, giving it much richer market areas and much wider scope of operation. While American and United have both taken every opportunity to extend their lines into all available market areas in their respective territories, TWA has had to be content with one straight line across the continent except for its one off-line Chicago service for which it received no air mail pay.

### United Would Approve

There are complications, of course, to the proposed purchase. The Post Office Department must approve the action and there is the serious matter of bringing together an east-west route with a north-south route. The Post Office has maintained that these routes should be kept separate and distinct from each other. On the other hand, United Air Lines operates not only a transcontinental route but the north-south Seattle-San Diego route on the Pacific Coast, a distance of 1355 miles. An exception was made in United's case by special legislation. But United has always been aware that it is somewhat vulnerable because of its north-south route, despite official sanction, and thusly would not be likely to oppose a purchase of Eastern by TWA. With two powerful airline systems

owning both east-west and north-south routes, there would be mutual protection in the event of Post Office or other Governmental interference.

With United's exception clearly on the books, the Post Office could doubtless find it relatively easy to give approval to another such arrangement, should it desire to do so.

That TWA is only too anxious to extend its lines is evident in the fact that it is bidding on at least two, and probably three, of the four new air mail routes advertised recently by the Post Office. It will bid on the Winslow-San Francisco cut-off, which would give it direct transcontinental connections with San Francisco; and it is going to bid on the Dayton-Chicago route which would give it air mail pay into Chicago and open the way for one or two extensions. It is also possible that TWA will bid on the Washington-Buffalo route, which would be a round-about way of getting entrance into Washington. This route connects with TWA at Harrisburg, Pa.

### Eastern Strong

Eastern, on the other hand, has developed a rich territory criss-crossing the entire Southeast. Not only does it tap New York and Chicago, the two largest cities, but it extends into the Southwest as far as Houston, the opening wedge to tapping the gateway to Mexico. It was Eastern's intention to bid on the Houston-Brownsville route had this been advertised as expected by the Post Office but Braniff Airways was able to force the Post Office to eliminate this route from advertising at present.

While a number of other gigantic moves in air transportation are being rumored, the TWA-Eastern deal is the only one that has actually been started on the way to consummation. What this all means, and this has been amply confirmed by confidential advices from Wall Street and from various airline

sources, is that the money that ran away helter-skelter for cover during the cancellations is coming back in volume. Business is looking up and the financial titans seek many chances to play around.

Meanwhile the boys who actually run the airlines have gone through a sick period with plenty of headaches and have been the ones who have kept air transportation from dying a young death financially. The airline boys know only too well that financial interests ran out on them in time of trouble, and now want to come back and take the leading role. There are a few exceptions to this general rule in Wall Street and the airline boys have never been slow in showing their appreciation for sticking.

The next several years undoubtedly will exhibit considerable new capital in air transportation. Routes are being planned in every direction. Another merger of much importance is in the wind, although it has not progressed beyond the talking stage. Several minor lines have plans on a scale that would have looked silly two years ago.

## DIRIGIBLE SCRAP

### Wreckage of Hindenburg Goes For \$12,000

An unnamed purchaser has bought the twisted wreckage of the German dirigible Hindenburg, it was revealed June 22. The giant framework, which cost millions of dollars to construct, is expected to yield not more than \$12,000 worth of aluminum when melted down.

Among reported bidders were the American Smelting and Refining Co. and the Aluminum Company of America.

### Sales by Air

Seward, Alaska, June 6—J. C. Leger, of Seattle, a salesman, is using an airplane to cover his territory in Alaska.



## No Airway Aids Until Spring Gets Reaction from Airlines

**Eddie Rickenbacker Says He is "Disappointed and Disillusioned" while Dave Behncke Says He Expected it all along**

Announcement in AMERICAN AVIATION for June 15 that no additional air navigation aids will be installed by the Bureau of Air Commerce before next March because of an acute shortage of basic materials in the radio industry brought sharp repercussions from some quarters.

Eddie Rickenbacker, general manager of Eastern Air Lines, wired AMERICAN AVIATION that he was "terribly disappointed and disillusioned." W. A. Patterson, president of United Air Lines, wired that he could not "conscientiously make any criticism" of the Bureau since he understood the difficulties in the way of the large-scale undertaking the Bureau has outlined. Alvin P. Adams, president of Western Air Express, wrote that while he was disappointed that no additional aids will be installed this year, he did not feel that it was the fault of the Bureau.

David L. Behncke, president of the Air Line Pilots Association, said that he was "very much interested but not surprised" at the announcement because the program had been instituted at such a late date. Col. Edgar S. Gorrell, president of the Air Transport Association, would not comment publicly but conferred with Senator Royal S. Copeland, chairman of the Senate Commerce Committee, who conducted extensive hearings on airline crashes some time ago.

### "Disillusioned"

Eddie Rickenbacker's wire reads: "Terribly disappointed and disillusioned to read in June fifteenth issue AMERICAN AVIATION quoting Bureau of Air Commerce that not single additional airway aid will be installed before March, 1938. Disappointed because of absolute need up to date ground aids over our entire system as is indicated by fact that there is not a single TL antenna radio range south of Newark and south of Indianapolis on our entire system but still equipped with old type loop antenna directional beam. This fact we have consistently brought to attention of officials of Department of Commerce for over a period of three years without success. Always due to statement there are no funds available. Disillusioned because of unfortunate accidents which have occurred during past winter and tremendous hue and cry plus criticism of airlines which were put up by official Washington for greater safety in airline operation. All of which indicates we must go through another winter without normal progress and fact we must guard against hazards due to lack of radio aids which will force air transport to retreat instead of advance. Still have hopes Department of Commerce will see seriousness of our situation and give us some relief before next winter."

### Expected Delay

Mr. Patterson wired as follows: "Understand about fourteen new radio stations have been commissioned since last winter and four more will be commissioned before next winter. About seven thousand additional miles of teletype circuits with one hundred drops will go in operation this fall. This progress seems satisfactory to me. Additional new radio stations cannot be expected before next spring because of large scale construction program that

depends on ability of manufacturers to produce such special equipment. Because of my knowledge of some of difficulties a company must naturally expect in undertaking large scale installation and construction I cannot conscientiously make any criticism of program the Department of Commerce has outlined at present time."

The eighteen new radio stations Mr. Patterson refers to were contracted for last year and are not included in the the extensive \$5,000,000 program which is to be launched this month. The additional teletype circuits will be paid for out of new appropriations but are not listed in the radio aids program.

### Adams Writes

Alvin Adams wrote as follows: "With reference to the story to the effect that no radio aids will be installed on the airlines prior to April, 1938, it is readily understood in view of the strike situation which has prevented production of much of the material going into the making up of the radio sets. I have naturally been tremendously disappointed that the installations could not be made earlier but I cannot see how it could be in any way the fault of the Bureau of Air Commerce."

"I believe that they are undoubtedly disappointed in this situation as are the airlines. I understand, however, that all of the construction work will move along very rapidly but that the actual radio installations will have to await delivery of the radios from the factories and that this will be delayed six or eight months by the labor situation mentioned above."

### Behncke Warned Bureau

Mr. Behncke said in part: "I have long been of the opinion that due to the laxity and almost non-existence of airway aid development work on the part of the Bureau, there is naturally nothing that can be bought immediately with the money appropriated until certain experimental and development work has been completed by both the Bureau and the manufacturers. . . . The Bureau of Air Commerce officials have been for a long time fully aware that their aids to air navigation were inadequate and out of date. They knew all about the things uncovered by Congressional investigating committees but did nothing about it. Whenever it was pointed out to them that additional aids were needed in the interest of public safety, they always nimbly sidestepped their responsibilities and placed the blame with Congress by stating that Congress had not appropriated the necessary funds to properly equip our airways."

"Four years ago the Bureau's cry was for economy. Now in 1937, having in the meantime reached the irreducible minimum, everyone is clamoring for money and more money. Now that the money has been appropriated we come face to face with the cold hard fact that we will be forced to go through another winter before it will be possible to add to and improve our air navigational facilities."

Since the last issue of AMERICAN AVIATION, Congress passed the Department of Commerce appropriations bill and the measure was signed by the President. Figures reported previously remain unchanged.

## DUKE'S COME-BACK

**Private U. S. Sources Say He Will Boost British Aviation**

Confidential advices reaching various government agencies in Washington indicate that the Duke of Windsor, the abdicated King Edward VIII, is by no means through as a goodwill ambassador for British industry.

As the Prince of Wales, the Duke acted as emissary for British industry on numerous occasions. American interests remember only too well his visit to South America which did much to stimulate British trade with that continent.

Advices reaching this country say that the Duke and his American wife, Mrs. Wallis Simpson, are due for a big pre-arranged come-back in England after the present furor over his marriage dies down. Then they will begin touring, ostensibly for pleasure, but actually to promote British industry—with particular emphasis on aviation. The Duke's own interest in aviation is well known and it is believed he will be a potent influence for British aeronautics. He is scheduled to re-visit South America later on as an opening wedge for the entrance of British aviation into that continent.

## MANN HONORED

**Air Notables and Tour Visitors Hail Aviation Friend**

Kansas City, Mo., June 11.—In the presence of 200 persons, including members of state air tours of Oklahoma and Missouri, Conrad H. Mann was honored tonight in the Little Theatre of the Municipal Auditorium for his services in the advancement of aviation.

Mr. Mann was presented three trophies. Jack Frye, president of T. W. A., gave him a small leather case containing an engraved gold plate. Senator Harry S. Truman (D-Mo.), gave Mr. Mann a certificate of merit from the National Aeronautic Association. The third trophy, a golden airplane mounted on a tall silver column, was presented by Fred Goldman in the name of the aviation promotion committee of the Chamber of Commerce and the local N. A. A. chapter.

Mr. Mann estimates he has ridden 300,000 miles by air and 16,000 miles since the first of the year.

Homer L. Bredouw, chairman of the aviation committee of the C. of C., arranged the affair. Members of the Oklahoma Air Tour, headed by Moss Patterson, arrived this afternoon and will head out tomorrow for Oklahoma. The Missouri Air Tour will begin tomorrow.

## Stewardess to Wed

Grand Rapids, Mich., June 22.—Announcement has been made of the coming marriage here on July 15 of Miss Esther Collins, stewardess for United Air Lines, and Leo Roche Sullivan.

## TSK! TSK! Old Lady Takes Big Ride and Raves

All we can say is that Dick Kirschbaum carried this story in his never-dull column, "Air Lanes," in the *Newark Evening News*. For veracity, ask him. Anyway—

A middle-aged woman approached him on the field and said, "Young man, are you the one that writes about airplanes for the paper?"

Kirschbaum pleaded guilty. "Well," she said, "you can tell your readers for me that aviation is marvelous; all that anybody has said about it! I have just returned from my first trip and I enjoyed it greatly. I felt no feeling of great height, no air sickness and was perfectly comfortable all the time. It was a wonderful trip and didn't tire me a bit!"

"Did you just come in from Los Angeles on the Skyliner?"

"Goodness no!" said the woman. "I just had a five-minute flight over Newark!"

## Seversky Pursuit Hits 500 MPH in Dive Tests

Farmingdale, L. I., June 25.—Power dive tests of the new Seversky Navy fighter, a low-wing all-metal monoplane, were concluded here today by James B. Taylor, Jr., New York sportsman pilot. The plane will now be taken to the Naval Air Station at Washington for Navy trial flights.

In a series of dives ranging up to 10,000 feet in length, the plane was estimated to have attained a "terminal velocity" of 500 and 600 miles per hour, perhaps the fastest speed ever reached by an airplane. The fighter is similar to the 85 pursuits built by Seversky for the Army except that it is equipped with a single-row Wright Cyclone 1,000 h. p. engine. Level flight speed is said to be more than 300 miles per hour.

Mr. Taylor wore a tightly-laced wide leather belt to protect his internal organs from injury during the "pull-out" from his long dives. He was required to show a reading of "7½ G" or seven and a half times the normal acceleration of gravity on a recording instrument in the cockpit, compared to a reading of "9 G" formerly required by the Navy. The requirement was changed shortly after Jimmy Collins, test pilot, tore a Gruman fighter to pieces and died on March 22, 1935.

## Orville Wright Elected

Raleigh, N. C., June 15.—Elmer Meyers, president of the Wright Brothers Chapter of the N. A. A., composed of 30 members, has announced that Orville Wright has been elected to honorary membership in the chapter.

New York City, June 14, 1937.

Gentlemen:

This is just a little note to congratulate you on the June 1 issue of AMERICAN AVIATION.

I am hopeful that this copy is not the result of the past six months of advances in aviation which have heretofore been unpublished, because if you can continue to get out a magazine as newsy as this one is, it is undoubtedly the most outstanding thing that has ever happened in the aviation publishing business and you are surely to be congratulated.

Sincerely,

REED CHAMBERS,

U. S. Aviation Underwriters.

*Editor's Note: We have received a great many letters, including an unexpectedly large number of telegrams, congratulating us on AMERICAN AVIATION. It is needless to say, however, that the above letter from a man whose whole life has been deeply integrated in aviation, and whose contributions to aviation have been legion, is one of our most prized possessions.*

## New Theory of Radio Static Is Advanced by United Lab Study

### Conclusion That Discharges from Trailing Wing Edges Cause Static Reverses Theories of Rain and Snow; 3-Month Study

Three months of scientific flight research, which completely reverses former theories of the source of rain and snow static interfering with plane-ground communication and indicates a radically new method for eliminating this problem, was described by H. M. Hucke, United Air Lines radio engineer, before the Institute of the Aeronautical Sciences at Denver on June 22.

Hucke explained that a "flying laboratory," a regular twin-engine airliner converted for experimental purposes, had been fitted with newest electrical and weather instruments. With ten scientists aboard, it flew almost daily for a period of three months in the western portion of the United States, its pilots searching for all varieties of cloud, snow, rain and sleet conditions to gauge the extent to which static interference is correlated with weather conditions. The scientists, Hucke said, have disproved the former theory that static was caused by charged particles of ice, snow, rain and dust striking the metallic surfaces of planes in flight and transferring their individual charges of static electricity to the larger mass of the ship. Instead, it was learned that the atmospheric static heard in a pilot's earphones is caused by the discharge from the trailing edges of the wings and tail surfaces of the static already gathered from flying through certain cloud formations.

Two methods of eliminating the menace were found. One is to fly around the kind of weather in which bothersome static is found by developing a type of forecasting which will plot these areas. The other is to discharge the static by means of a trailing wire which allows the electricity to escape far enough behind the plane to eliminate its interference with the radio equipment.

The "flying laboratory" was equipped with every known type of "static-proof," shielded-loop antennae, Hucke said, but conditions were encountered under which they became useless and radio communication impossible. The effectiveness of the radio was restored immediately, he declared, when the trailing wire static eliminator was put into operation.

Hucke added, however, that a great deal of work must yet be done before the industry can be certain that the static problem is solved. Experiments are now being made to determine if

more than one trailing wire eliminator is necessary.

In addition to Hucke, the personnel aboard the laboratory plane during its experimental flights included A. C. Ball, pilot; N. E. Kline and H. W. DeWeese, United radio engineers; L. W. Raymond, United meteorologists; Professor E. C. Starr, of the electrical engineering department, Oregon State College; Drs. Marcus O'Day and A. A. Knowlton, physicists from Reed College, Portland, Ore.; Professor R. H. George, of Purdue University; R. R. Brunner, of the Bendix Aviation Corp.; and Howard Morrison, of the Bell Telephone Laboratories.

### N. J. Operators Licensed

Trenton, N. J., June 22—The State Aviation Commission ruled here yesterday that commercial operators of aircraft on New Jersey's 28 fields must be licensed. Heretofore only airports and airport operators have been required to take out a license. The new group includes flying clubs, aviation schools, charter flyers, repair concerns and barnstormers. The commission refused to license Clifton Airport after reserving decision following a hearing May 21 at which time the Clifton C. of C., factories and residents complained.

### Rhodes—Molitor

Kansas City, June 23—Ruth K. Rhodes, chief air hostess of TWA, and John B. Molitor, superintendent of TWA's passenger service, have applied for a marriage license and plan to be married on June 30. Miss Rhodes came with TWA more than a year ago. Molitor was formerly with Central Airlines and Detroit Aircraft Corp.

### Pilots Win Battle

Seattle, Wash., June 6—Army reserve flyers have won a hard-fought battle—at least temporarily—to keep from being evicted from their county-owned hangar at Boeing Field. An attempt was made on grounds of a technical illegality to cancel the lease and turn the hangar over to private interests at a \$2,000-a-year increase in rent. Dr. Charles D. Firestone, captain in the 489th Bombardment Squadron, led the fight to retain the hangar on the grounds that the squadron's presence in Seattle means a \$50,000 expenditure in salaries.



H. M. Hucke, chief of United Air Lines Communications Laboratory and head of the aerial static expedition, standing beside the nose of the laboratory Boeing with a number of the devices developed and tested during the flights

### I. C. C.

#### Air Mail Dockets

**A. M. Docket 13**—Application by Braniff Airways for rate readjustment on air mail routes 9 and 15. Hearing held in January, examiner's report not yet completed.

**A. M. Docket 15**—Complaint of North American Aviation (Eastern Air Lines) against American Airlines for instituting Washington-New York competitive service. In suspension.

**A. M. Dockets 1-16-18**—Reported in this issue.

**A. M. Docket 17**—Application of TWA, Inc., for readjustment of air mail pay on route 2. Suspended at request of carrier.

**A. M. Docket 19**—Postal revenue determination. Further hearings indefinite.

**A. M. Docket 20**—Application of Wyoming Air Service, Inc., for readjustment of air mail pay. Hearing postponed from May 27 to July 26.

**A. M. Dockets 21-22**—Application of American Airlines to institute service between Detroit and Cincinnati and Detroit and Indianapolis. Examiner recommended denial May 27. Now awaiting final decision by the full commission.

**A. M. Docket 23**—Application by Chicago and Southern Airline for readjustment of air mail pay on Route 8. Application docketed but no date set because of petition by P. O. to audit books before the hearing.

### I. C. C. Confirms Ruling on Retroactive Air Mail Pay

The Interstate Commerce Commission, sitting in full Commission, reported its decision on Air Mail Dockets 1, 16 and 18, June 24 concerning air mail compensation.

With dissenting voices by two commissioners, the I. C. C. concluded that the Air Mail Act empowers it to make orders fixing fair and reasonable rates effective as of the date of filing of a

petition for the determination of such rates. Both Northwest Airlines and National Parks Airways had applied for readjustment of rates last year. The Post Office Department objected to the granting of increases retroactive to the date of filing instead of beginning the increase on the date of decision. The June 24 I. C. C. decision is final on this question. Commissioners Lee and Mahaffie dissented.

The Commission also issued the following order:

"That where the mileage named in the table is substantially the monthly equivalent of one daily round trip over the entire route, the base named for that mileage shall not be decreased until the miles actually flown with mail each month equal 180 per cent of the mileage named, but shall, after the miles actually flown with mail each month equal 180 per cent of the mileage named, be decreased, as herein provided, upon each increase of 10 per cent in the mileage named over 180 per cent of the mileage named."

### Races in Red

St. Louis, June 18—Income from all sources at the International Aerobatic Competition and St. Louis Air Races failed by \$5,280 to meet expenses, it was announced today by George B. Logan, chairman of the Chamber of Commerce air board. He said that expenses aggregated \$48,008.

### Brewster Orders Up

James Work, president of Brewster Aeronautical Corp., Long Island City, reported on June 14 that unfilled orders on hand approximated \$1,400,000, which is 70% in excess of gross sales for 1936.

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## C. of C. Urges Passage of McCarran-Lea Bill

The United States Chamber of Commerce urges its members to write their Senators and Representatives to urge passage of the McCarran-Lea bill in the *Washington Review*, its weekly bulletin, of June 21.

"Solution of difficulties which have long beset American air transportation may be in prospect through the McCarran-Lea bill favorably reported to both houses of Congress," the bulletin said.

"The measure follows the principles of the Interstate Commerce Act. It would lodge with the I. C. C. regulatory power designed to assure well ordered development of air transport and to avoid the disastrous result of uncontrolled duplication and wasteful competition.

"The legislation would preserve to the Post Office Department full control over the air mail system. It has the united support of air line operators and its principles are in accord with the Chamber's commitments."

## Brookings Suggests

### BAC Transfer to ICC

The special Byrd Reorganization Committee appointed early in the 75th Congress to work out reorganization of government agencies, turned over to the Senate in June a report of the Brookings Institution which had been assigned to make a study for the Byrd committee.

The Brookings Institution recommends that the Bureau of Air Commerce be transferred to the Interstate Commerce Commission and suggests that there be more such independent bodies rather than less. The I.C.C. is solely responsible to Congress and not to the Chief Executive. In his message on reorganization, the President had advocated the placing of independent agencies such as the I.C.C. under executive control. The Byrd reorganization committee was an independent move on the part of Congress to set up its own reorganization recommendations. Whether reorganization action will be taken at the present Congress is an unknown quantity at the present time.

## Junior C. of C. Favors McCarran-Lea Bill

Denver, June 19.—The Junior Chamber of Commerce, in convention here, adopted a strongly worded resolution asking passage by Congress of the McCarran-Lea bill transferring regulation of scheduled air transportation from the Post Office Department to the Interstate Commerce Committee.

Other resolutions urged more effort to be placed on air marking of communities, asked national and local cooperation with the National Aeronautic Association, removal of hazards surrounding airports, and removal of aviation gas taxes in those states still having such tax. The convention was strongly in favor of aiding private flying.

## C. I. O. Wins Brewster

The Brewster Aeronautical Corp. of Long Island City, Queens, New York, has signed a contract with Local 365 of the United Automobile Workers of America covering the wages and working conditions of 300 employees. It is reported that this is the first time an airplane company has signed a contract with a union affiliated with the CIO.

## Folks Worth Meeting...

L. R. Fimian, district traffic manager of the Wedell-Williams division of Eastern Air Lines, has been making things hum in Houston since his transfer there from New York and Philadelphia last December 15.

Born in New York in 1907, Fimian attended school and high school at Hastings-on-the-Hudson, N. Y. and made a name as an athlete. He became an expert at basketball, tennis and track. Going to Lehigh University, he made the swimming team and football teams, belonged to the Mustard and Cheese Club, the dramatic organization, and graduated with a B. S. degree in 1929. He is a Theta Kappa Phi.

Immediately on leaving college he joined Colonial Airways as traffic representative, and on January, 1930, was appointed field traffic manager and chief courier at Newark Airport. That same year he left Colonial to join Ludington Airways as dispatcher at Newark and in May, 1931, became district traffic manager at Atlantic City. From October, 1931 to January, 1933, he did publicity and traffic work in New York, and then was transferred to Nashville, Tenn., as district traffic manager of Ludington Airways of Virginia.

When Eastern Air Transport purchased Ludington in March, 1933, Fimian returned to Eastern for traffic work in New York and Philadelphia and remained in that region until his transfer last December to Houston when Eastern purchased Wedell-Williams, giving it through service from New York to New Orleans and Houston.

## TWA Begins Sky Club Service N.Y.-Chicago

Transcontinental & Western Air, Inc., inaugurated its deluxe "Skyclub" service non-stop between New York and Chicago on June 18. Planes are DC-3's, licensed to carry 25 passengers and crew of three, but on the Skyclub service seats are provided for seventeen passengers to afford greater room and comfort.

Fares on the TWA Skyclub to Chicago are \$44.95 one way and \$80.90 round trip, plus \$1.50 extra fare in each direction. The 15% scrip discount for holders of air travel cards apply on the entire charge.

Skyclub service prevails on two of TWA's five daily flights to Chicago, leaving Newark at 12 noon and 4:45 p. m. Eastbound the flights leave Chicago at 11 a. m. and 4:45 p. m. Westbound trips require 4 hours and 45 minutes and eastbound, 3 hours and 55 minutes. Deeply upholstered chairs are used throughout the ship, with four compartments in the forward part of the plane curtained off to insure complete privacy. Hot meals are complimentary on Skyclubs.

## Air Show

Minot, N. D., June 22.—An air show is scheduled for July 8 and 9 in conjunction with the North Dakota State Fair July 4-10.



## Military Significance Seen By Russians' Moscow - U. S. Flight

### Efficiency of Soviet Aviation Demonstrated; Newspapers See Flight as Awakening U. S. to Possibilities of Airline over Pole

The efficiency of Soviet aviation was dramatically demonstrated last month in the non-stop trans-polar flight of three Russian airmen from Moscow to the United States. The flight blazed a trail which Russia eventually hopes to establish as a commercial air route.

The flyers, Alexander Beliakov, navigator; Georgi Baidukov, co-pilot; and Valeri Chkalov, pilot took off from Moscow June 17 with Oakland, Calif., their goal. Their flight took them over Finland, the Arctic Ocean, the North Pole, across Canada and into the United States, where they landed at Vancouver, Wash., on June 20. Murky weather forced them down 580 miles short of Oakland.

They covered a distance unofficially set at 5,288 miles and were in the air 63 hours and 17 minutes. The plane used was an ANT-25, a low-wing monoplane powered with a single 950 h. p. engine. Enough gasoline for 100 hours of flying was carried.

Editorials in the nation's press hailed the flight as a demonstration of Russian aviation progress, but doubted the feasibility of a trans-polar air route at present. Many newspapers pointed out the military significance of the undertaking.

"The flight was a marvelous exhibition of skill on the part of those who operated and those who constructed the plane," the *Indianapolis Star* declares. "It will awaken all the world to a realization of the important place the Russians have attained in aviation."

The *Philadelphia Inquirer*, while applauding the courage and ingenuity of the Russians, finds a disquieting note in the potential military importance of the trans-polar route. "While these

three fliers are warmly welcomed in the name of science by a nation which is always kind to spectacular achievers," it says, "other Europeans may some day visit us through the icy gate thus thrown open on a less pacific mission."

Military as well as commercial possibilities are brought to the fore."

The *Cincinnati Enquirer* views the flight as an epic and one that is full of meaning "because it dramatizes so effectively something we ought to have realized, even if we did not, that the Arctic is going to be important as an air route in military strategy and in commerce and communication."

On the other hand the *Boston Herald*'s attitude is "that they have pioneered a new commercial route for commercial aviation seems doubtful in view of the difficulties they encountered."

While the *Christian Science Monitor* also questions the feasibility of the projected airway, it lauds the Russians for their initiative. "Technical skill and superb human endeavor have brought Russian aviation to the point from which it now surveys the prospects of regular air commerce with the United States over the Polar track. Certainly this route represents a great saving in time and distance. . . . The flight is one of the greatest adventures in all the annals of air travel."

The flyers were feted by the National Press Club in Washington on June 28.

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New Mainliners

## Grumman Plans Entrance Into Commercial Market

Entrance of the Grumman Aircraft Engineering Corp. into the commercial aircraft market with possible public financing, was reported in New York on June 25 by L. R. Grumman, president. The first unit of a new model six-place amphibian transport plane is to be delivered shortly from its Long Island plant.

Mr. Grumman reported that the company has orders for ten planes from private owners. Two twin-engined Wasp, Jr., engines will power these planes and they are to sell at \$47,000 each. Up to the present the company has confined its activities to government work except for special jobs such as the specially-built Grumman for Al Williams.

Grumman has had a steady substantial business. Sales have been around \$2,000,000 annually for the past three years and present unfilled orders are estimated at near \$3,000,000. Up to the present the company has been owned and financed privately, but Mr. Grumman said it has been considering public financing, possibly this year.

ARCHIE LEAGUE, chief airplane dispatcher at Lambert-St. Louis Field, has resigned to take a job in the new airways control service of the Bureau of Air Commerce, effective July 1.

# Cities Squirm on Airport Costs

## American Municipal Association Launches Drive for U. S. Help, Calling Airports Unprofitable for Communities; Aid Bill Introduced

**A**LARMED by the rising cost of maintenance of airports and the ever-present need for constant expansion with its attendant capital outlays, the American Municipal Association, representing nearly 7,000 cities and towns has advanced a program calling for permanent Federal aid in the construction and use of airport facilities.

Along the same line, and as a result of increased pressure brought by cities who believe the time has arrived when they can no longer foot the major share of airport costs, is a bill introduced into the House of Representatives in May by Representative John D. Dingell (D-Mich.) authorizing the Federal Government to share with states, counties and municipalities the cost of constructing and improving airports. This bill, H. R. 6972, is believed to be the first such legislation of its kind proposed. It has been referred to the Committee on Interstate and Foreign Commerce.

In the belief of the American Municipal Association cities "are facing serious financial problems growing out of the need for new and enlarged facilities to meet rapidly changing conditions." In a statement made to AMERICAN AVIATION, the Association pointed out that cities have made important and costly contributions in providing landing and other ground facilities to further the development of aviation and air commerce.

"These problems have been under study by the Executive Committee of the American Municipal Association, the federation of the leagues of municipalities. Nearly seven thousand cities and towns, in all population ranges, members of the leagues making up the Association, have in varying degrees a direct and distinct interest in the policies and practices which must be considered and adopted in furthering air commerce development."

### Not Self-Supporting

The Association states that airports have not been self-supporting in the past and it does not believe there is any evidence available that they will be self-supporting any time in the near future.

It also points out that while airports are a necessity in present-day transportation needs, "they have no longer any particular value as a community advertisement."

Major airports now, the Association says, are purely interstate in character and local governments derive practically no revenue therefrom.

A brief on the necessity for Federal civil airways airport legislation to provide for uniform planning construction, maintenance, and operation of civil airways airports of Federal value, was prepared by John C. Stutz, Executive Secretary of the League of Kansas Municipalities, and was used as the basis for the presentation of the following statement:

### Growth of Aviation

A. The American Municipal Association presents the following facts with reference to the construction and use of airport facilities in the United States.

1. The municipalities of the various States have invested very large sums of money in land and construction costs to provide airports and airport facilities for all types of airplane users, both public and private.

2. The constant and rapid development of the aviation industry calls for ever-enlarged airports and improved facilities to accommodate larger planes and increased traffic.

3. Airports have not been self-supporting in the past, nor is there any evidence that they will be self-supporting any time in the near future.

4. The Federal Government has assisted in construction work on many airports through the Works Progress Administration and other work-relief programs.

5. The demand upon airports has increased tremendously in the past year or more and evidences point to continued increased demands. A few examples will indicate this condition. We are advised that:

- (a) Passenger traffic has increased approximately 23% in the past year;
- (b) Express has increased approximately 100%;
- (c) Pilot licenses have increased many thousand, indicating among other things large future increases in numbers of planes in use;
- (d) Airplane mileage flown has increased approximately 200% in the past year;
- (e) Frequency of schedules has been markedly increased;
- (f) Ever larger and heavier planes are being designed—some 500 planes are now in use of between 18,000 and 28,000 pounds weight; some planes are now in use weighing 40,000 pounds; airplanes are now under construction which will weigh 80,000 pounds, and the aviation industry is now designing planes weighing 160,000 pounds.
- (g) Air mail has shown increases, but these increases will undoubtedly be much greater with changes in rates, etc.

### Opinion of Cities

- B. The American Municipal Association presents the following opinions of the members of its Executive Committee.

1. That airports, to many cities, and especially to the larger centers, are a necessity to meet present-day transportation needs, although they have no longer any particular value as a community advertisement.
2. That a very large proportion of traffic, both passenger and freight, of municipal airports is interstate in character.
3. There is an immediate necessity for a uniform planning and development of airports.
4. Works Progress Administration relief labor has been and can be effectively used in the development of airports. Proper planning will allow continuance of such projects.
5. Airports, while financed locally, are each interstate and national in character, but that no power exists by which local governments can create and derive any revenue from the interstate business carried on through airports.

6. Airports have important military significance and form an indispensable part of the system of national and state defense schemes.

7. While the States should have the local supervision and policing of air transportation and the designing, construction, maintenance and operation of airports, yet it is imperative that the Federal Government, with its licensing powers of ship, pilots and airports for the National Civil Airways and interstate service, should first make more definite and complete plans to which the state and their municipalities may gear their plans.

8. The Federal Government should prescribe a system of National Civil Airways and Airports, just as it prescribed and plotted a system of Federal Highways, in order that the states and cities may plan their state systems of airways and airports with reference to Federal needs and requirements, and further that the Federal Government determine what are the Federal values and the interstate values of airports coming within the National Civil Airways system.

### Ask Federal Aid

A conference on the airport problems was held recently in Chicago. That had been preceded by a conference held last December, at which time the following resolution was adopted:

RESOLVED, That we transmit these facts and these opinions to the various State Leagues of Municipalities, the Council of State Governments and the Federal Government, calling attention to the increasing and pressing need for more definite and complete Federal legislation for a National system of Civil Airways and Airports, including a complete projected system, determination of Federal and interstate values, and determination of financial responsibilities of the various beneficiaries of such airports.

### The Dingell Bill

Mr. Dingell's bill is as follows:

### A BILL

To authorize the Federal Government to share with the various States, counties, municipalities, and other political subdivisions of the States and Territories and possessions of the United States the cost of constructing and improving airports in order to insure the safe operation of aircraft.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Federal Government is hereby authorized to share with the various political subdivisions of the United States the cost of construction and improvement of publicly owned airports to insure the safe operation of aircraft.

Sec. 2. That the Department of Commerce make a study of the airports in the United States and report to the Congress annually recommending the appropriation necessary to construct or improve the airports necessary to permit safe and efficient operation of aircraft.

Sec. 3. That the Congress in accordance with the recommendations of the United States Department of Commerce provide such funds as it may deem necessary for the purpose of this Act, such appropriation to be expended under such regulations as the Secretary of Commerce shall deem necessary.

Sec. 4. (a) That the term "United States" when used in this Act, means the territory comprising the several States, Territories, possessions, the Canal Zone, and the District of Columbia (including the territorial waters thereof), and the overlying air space.

(b) The term "airport" means any locality, either of water or land, which is adapted for the landing and taking off of aircraft and which provides facilities for shelter, supply, and repair of aircraft, or a place used regularly for receiving or discharging passengers or cargo by air.

Sec. 5. That in consideration of Federal funds made available under the provisions of this Act the political subdivisions shall at all times operate and maintain all airports receiving benefits under the provisions of this Act for public benefit under such rules and regulations as the Secretary of Commerce may deem necessary.

Sec. 6. All laws and parts of laws which are inconsistent or in conflict herewith are hereby repealed.

### Detroit Paper Approves

It is understood that Mr. Dingell referred his bill to the Department of Commerce before introducing it into the House.

Commenting on Mr. Dingell's bill, the *Detroit News* said it found "nothing but merit in the idea" that the Federal Government should share with cities the cost of improving airport facilities.

"Nobody will quarrel with this undoubtedly necessary move to further the safety of air travel," it said, "but neither, we think, can anyone fail to see the share of Federal responsibility in the matter. It is not merely that Federal authority was responsible for existing airport standards, now to be discarded. An even more compelling argument is found in the analogy with Federal river and harbor improvements. These too are of particular benefit to the cities enjoying them; yet, in view of the concurrent benefit conferred on national commerce, the Federal Government from time immemorial has borne the whole of the cost. The relation of the airports to national commerce is almost precisely similar. . . . On that basis alone the theory of the Dingell bill seems unquestionably a sound one."

### May Build Dirigibles

Litchfield Says Air Mail Subsidy is Required

Akron, O., June 9—Two giant dirigibles may be built here for trans-Atlantic commercial service if federal subsidy or mail contracts can be obtained, it was announced by Paul W. Litchfield, president of the Goodyear Zeppelin Corp.

Litchfield declared that the International Zeppelin Corp., of which the Goodyear company is a member, would be the first to ask for mail contracts if Congress acts favorably on the McKellar Bill, which would authorize the Government to spend \$1 a pound for mail service by airships. Harlee Branch, assistant postmaster general, has stated that the Post Office Department is favorable to the bill.

Litchfield, who recently conferred with Dr. Hugo Eckener, said that four airships, two in America and two owned by German interests, would be the goal.

### TWA Moves

Columbus, O., June 21—TWA will move its eastern division from Columbus to Chicago after the first of the month as a centralizing move. John Collings, eastern division superintendent, will remain in charge. The transfer does not affect the Atlantic division with headquarters at Newark under direction of H. H. Gallup.





The above cartoons tell the story of Washington's Airport situation more clearly than words. They are the work of Staff Artist Montier of The Washington Times, and have accompanied vigorous editorials demanding constructive and early action by the Congressional Airport Committee. The title of the one at the left is "Which Comes First?"

## INDIANA TOUR

### Ninth Annual Air Trek Makes Many Stops in State

The ninth Indiana air tour, comprising approximately 50 planes, began the middle of June a tour of the principal cities of the state.

With M. J. Chumbley of Troy, O., flying the official lead ship, the flyers put on shows and carried passengers at the various points visited and were entertained at luncheons, banquets and other functions.

The flight was sponsored by the Indiana Aircraft Trades Association and the Indiana Pilots' Association. The Linco Oil Company provided all the gas and oil used on the tour and sent the Linco Flying Aces, headed by Lieut. Joe Mackey, along to do exhibition flying at the important stops. Capt. Rex Risher, in charge of the accident prevention division of the Indiana State Police, was tourmaster.

## Mexican Air Service

Mexico City, June 24—The Ministry of Communications & Public Works has granted a concession to Lineas Aereas Mineras, S. A., to extend its passenger, mail and express flights in western Mexico, between Durango City and Mazatlan to La Paz, capital of the southern lower California Territory. This line will connect at Mazatlan with routes to the U. S. the Mexican Aviation Co., controlled by Pan American Airways.

## California Tour

Del Monte, Cal., June 19.—More than 40 private planes landed on the Monterey County Airport today in one of the greatest mass flights ever attempted by the Aviation Country Club of California. Jerry Fairbanks of Los Angeles, vice-president of the club, was in charge of the flight. The pilots will spend the week-end here.

## Seaplane Flying Assn. Organized To Promote More Water Facilities

To promote and extend facilities for seaplane flying, the Seaplane Flying Association, Inc., has been formed as a non-profit making organization with offices at 70 Pine Street in New York City. Many of the leading seaplane enthusiasts around New York are members and it is planned to make the group nation-wide.

Membership is open, according to the announcement, to manufacturers, operators, owners, pilots "and all others genuinely interested in water flying and acceptable to the membership committee."

Dues are \$5 a year. The association's affairs are to be directed by a board of governors elected annually by vote of the entire membership. "No one group controls the Association," the announcement said.

Officers are: Rudolph R. Loening, president; George B. Post, vice-president; Daniel J. Brimm, Jr., secretary; Donald D. Cooke, treasurer. The board of governors also includes Juan T. Trippe, president of Pan-American Airways; Robert H. Love, and A. Felix du Pont, Jr.

The charter describes the purposes as: "To foster and advance flying and all facilities pertaining thereto; to promote the best interests of seaplane users; to assist in obtaining beneficial and protective legislation and governmental regulation of all kinds affecting water flying; and to encourage and develop the latter generally."

A principal function of the association will be to act as a clearing house for detailed and recent data on all seaplane bases, landing floats and fueling facilities available to marine aircraft throughout the United States. Members who have acquired such information individually will be asked to turn it over for common use.

## Hangar Destroyed

Rocky Ford, Colo., June 15—The fire which destroyed the hangar and an airplane at the airport here last night was believed to have been of incendiary origin since marks of automobile tires and evidence of gasoline having been thrown on the hangar were found. Leo Schuth and Bill Brenneman, of Ordway, were the owners of the destroyed ship.

## Rankin to Russia

Tex Rankin, recent winner of the world's stunt flying championship, has been invited by the Russian government to give a demonstration at Moscow early in October, and is making arrangements to accept.

Rankin, often called the dean of acrobatic pilots, operates jointly with Paul Mantz, technical adviser to Amelia Earhart, a flying school at Hollywood, Calif.

## Pilot Arrested

Boulder City, Nev., June 12—A student pilot was arrested here today for carrying two passengers in violation of Department of Commerce regulations. The student, Wallace Rinpaugh, was apprehended when he landed at the airport following a flight in a borrowed plane from Clover Field, Santa Monica.

## Stewardess to Wed

Chicago, June 21—Announcement has been made at Emaus, Pa., of the coming marriage on July 17 of Miss Mildred E. Shelly, stewardess of United Air Lines, and Alden F. Smith, of Chicago. She became a U. A. L. stewardess in 1936.

## VERMONT SUSPENSION

### Central Vermont Airways Passes Up Poor Airport

Boston & Maine-Central Vermont Airways suspended airplane service in and out of White River Junction, Vt., on June 30, as a result of the ruling by federal officials that the runways and natural surroundings of the airport fail to meet the revised minimum requirements for transport operations.

The companies will continue to operate the route, it was announced by Paul F. Collins, president of Boston and Maine Airways, but will eliminate the White River stop.

## Miller Engine Tests

Detroit, June 20—Dynamometer tests of a Miller racing engine have been completed for the Autoplane Corp., 701 Majestic Building, with tests showing 260 horsepower developed at 4,000 revolutions per minute without supercharging, it was announced today.

The company plans to use the engine in two types of aircraft for which designs are now being completed. One is a sport runabout with detachable wings and roadable features, and the other is a light amphibian. The company was organized recently with Harry Miller, designer and builder of racing cars, as chairman of the board. Other officers include R. W. Lofland, president; John Hacker, vice-president; Lee Gehlbach, vice-president, and Alf Heun, chief engineer.

## Mexicans to Buy

Word has been received in this country that the Mexican Government plans to buy at least ten airplanes during this year to reinforce the first and second air regiments. The War Department has about 1,000,000 pesos set aside for this purpose. Demonstration flights are now being made by several aircraft manufacturers, some of them countries other than the U. S.

## AMERICAN AVIATION

*The Independent Voice of American Aeronautics*

Published the 1st and 15th of each month

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ALBERT H. STACKPOLE ..... Associate Editor  
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Editorial Offices  
Suite 647, Earle Building,  
Washington, D. C.

Publication Office  
The Telegraph Press,  
Harrisburg, Pa.

Published by American Aviation Associates, Inc., Wayne W. Parrish, President; Albert H. Stackpole, Vice-President and Edward J. Stackpole, Jr., Secretary-Treasurer, 104 Telegraph Building, Harrisburg, Pa.

Subscription Rates—\$3.00 per year—15 cents per copy  
Canada—\$3.50, all other foreign—\$4.00.

Permission to reprint is granted where credit to AMERICAN AVIATION is given

### FORTNIGHTLY REVIEW

(Continued from page one)

would "tend to increase the cost of air mail transportation"—all of this retarding control under the present air mail act was, in our opinion, not intended by the Congress.

It is to be regretted that the powerful Post Office Department—so helpful during air transport's infancy—has let political considerations retard the growth of a transportation off-spring which means so much to American business, social life and national defense.

There is still hope that before the McCarran-Lea bill comes up for a vote, the Postmaster's organization may have abandoned politics for far-sighted statesmanship.

#### All in Ten Years

A FRIEND of ours in Washington was trying to find some data in old government reports, and what do you suppose he dragged out of the annual report of the Director of Aeronautics to the Secretary of Commerce for the fiscal year ended June 30, 1927?

Under the sub-head "Casualties in Airway Flying," appears this sentence:

"Pilot examinations, plane inspections, and the lighting, weather service, and other aids to airway flying, now installed or in the department's program, should practically eliminate accidents in scheduled flying."

Those were the good old days. Things are different now.

#### Call a Parley Now

PRIVATE pilots are beginning to be disturbed about the new non-scheduled flying regulations which the Bureau of Air Commerce is promulgating. Various unofficial reports have gone the rounds, some of them correct and some incorrect, about the extent of these new rules. While it will be a matter of months before anything definite is decided in the Bureau, this much is certain: non-scheduled flying will enter a new era in this country, for there will be many regulations in place of a few as at present. A reported requirement that all private planes must be equipped with two-way radio is palpably absurd, but there will be much to come in the way of traffic regulations.

It is too early to comment on regulations which have not even been drafted for general inspection. Mr. Fagg has promised to hear all sides before making them final.

What we should like to suggest is that Mr. Fagg take the common-sense step and bring together both airline and non-scheduled flying interests into a series of round-table conferences. A conflict of interests between the airlines and non-scheduled flyers not only exists in the very nature of things but is bound to grow serious unless both groups have an opportunity to sit at the same table and thrash matters out face to face. Only a few airline interests have a narrow point of view. For the most part the airline officials are only too anxious to work things out satisfactorily—or so we have been told on innumerable occasions. At any rate the place to find this out is a round-table conference with ample opportunities for cross-questioning and open discussion.

Now is the time to call a parley. It would be a sorry mistake of the Bureau of Air Commerce to issue regulations without giving everyone a chance to be heard. We understand this is the Bureau's intention. Already there are charges of "airline pressure" to force regulations on private flyers definitely harmful and a barrier to a healthy growth of unscheduled flying. Well, there's only one way to settle conflicting interests and that's to lay all cards on the table. If the Bureau is wise

it will avoid charges of favoritism from both sides by calling a conference before many more weeks go by. There is nothing more harmful to aviation than charges and counter charges without anyone knowing specifically what they're charging about.

#### The Dingell Airport Bill

EVERY city and local government unit in the nation should be vitally concerned about the Dingell bill introduced recently and which provides for a sharing by the Federal Government with political subdivisions the cost of constructing and improving airports. The bill, H. R. 6972, is reprinted in full in this issue.

Airport development in this country has reached a critical juncture. Larger transport planes require much additional improvement and already many cities have "taken a beating" in trying to provide useable airports. The Dingell bill would merely authorize Federal aid. Its chief benefit would be the launching of a definite study of airports and a plan for the future. It is perfectly harmless and yet it is of inestimable benefit. Every municipality, county, Chamber of Commerce, airport official and every individual concerned with airports directly or indirectly should get behind this bill at once. It should be passed this session. There is not much time to lose in getting solid support behind it. Unfortunately, there is no one agency working for the bill as there should be, but it has the whole-hearted support of aviation interests—at least those who know about it. We urge immediate action locally.

### Quips

America has announced that it will not be represented in the James Gordon Bennett Cup international balloon races this year at Brussels. It has been very evident lately, anyway, that all the hot air is being kept in this country for local consumption.—*Los Angeles Times*.

The lobbyists of the air transport companies are as thick in Washington as the locusts were in Egypt in the time of the plagues.—*Congressman Malcolm C. Tarver of Georgia on the floor of the House, June 8, 1937.*

### Unsolicited Comments

"I have just this minute seen your first issue of AMERICAN AVIATION. This is splendid. You are putting out what the industry has needed for a long time. On several occasions, I have suggested that someone publish this type of magazine. No one has seen fit to do so to date. I think you will make a go of it."—*Col. Edgar S. Gorrell, President, Air Transport Association.*

"I have just looked over Vol. I. No. 1 and want to hurry up with my cordial good wishes for a long, happy and prosperous life."—*Swanee Taylor, Popular Aviation.*

"I think your AMERICAN AVIATION is just what the industry wants and needs."—*Jerome Lederer, Aero Insurance Underwriters.*

"Your new magazine is splendid. I have long felt that there should be an aviation publication in this country corresponding in form and influence to *The Aeroplane* in England. Having just seen your first issue, I am convinced that it will admirably fill this long-standing need."—*Montgomery M. Green, Santa Monica, Calif.*

"All last winter I suffered considerable from loss of sleep, lying awake all night waiting for the morning paper and wondering which airline would give the newspapers screaming headlines and gory details on another crash. As a result, I had to give up entirely reading papers. Although they seldom could find any news value in the accomplishments of the airlines, I was completely lost for a source of information on what has been taking place in the industry—until the other day I picked up a copy of AMERICAN AVIATION. You are filling a wide gap in the industry through dispensing much needed information. Some time ago I discontinued subscriptions to our trade magazines—because they were completely lacking in news. Yours is a god-send to an airline official who does

not have time to wade through the Congressional Record, B. A. C. Bulletins, etc. You should have a circulation of fifty to sixty thousand in no time. . . . Your articles on accident reports are stupendous. After reading a B. A. C. accident report and statements made in papers during an investigation, with charges and counter charges, it is always most difficult to find the facts. Your summary is clear and concise. My best wishes for your success."—*An airline traffic manager.*

"Congratulations. Have just seen AMERICAN AVIATION. You are doing a swell job. Here's to continued success."—*George Mason, United Air Lines, Chicago.*

"Best of luck to you in the new venture and pray the gods keep up the independence."—*G. E. H., Fort Worth*

"May I take this opportunity to compliment you on your first issue. There should be ample room for your publication in its specific field and we wish you unlimited success."—*C. A. Z., Los Angeles.*

"I am much interested in reading your magazine and feel that it is an excellent periodical."—*Alvin P. Adams, President, Western Air Express.*

"Your magazine is going over tremendously well. Have heard scores of exceedingly fine comments on it."—*Bill Briggs, Eastern Air Lines.*

"I passed the first edition of AMERICAN AVIATION without comment to you, feeling that possibly it was a splurge for the first issue. I am now in the midst of reading the second issue and find that the pace which you have set is being ably maintained. Congratulations! I wish continued success and shall eagerly await each publication, as the news is of great interest to me."—*John H. Jowett, president, Fairchild Aircraft Corp., Hagerstown, Md.*



## Just Heard—

ONE of the best come-backs we've heard in quite awhile took place at the stag dinner given by United Air Lines for the delegates to the Northwest Aviation Planning Council at Boise, June 17-19. Postmaster Harry L. Yost, of Boise, broke into the merry-making to deliver himself of what was really a stirring and heart-rending oration extolling the virtues of United's western division maestro, Hainer Hinshaw. After ten minutes of serious speaking, Yost ended his spiel and the crowd yelled for a reply from Hinshaw. The latter arose and said just six words: "How do you stand with Farley?"

MAJOR Jack Berry, manager of Cleveland Airport, has heard plenty of digs about his big paved landing mat which is now quite famous as the only thing of its kind. But we have heard from quite a few airline pilots that they like it very much, which doubtless will be bad news for the skeptics and ribbers and a tribute to the Major's vision. In fact, some of the airline pilots say they would rather land at Cleveland than anywhere else.

MAYBE we're just looking for trouble, but we'd like to see a little more vision used by airline publicity

chiefs in obtaining first class legitimate publicity in the press. For instance, National Parks Airways missed a bet in advance publicity on that third anniversary celebration July 19 and 20 at West Yellowstone—a story that could have reached aviation columns coast to coast if played right . . . and where was Braniff on some good stories when it added stewardesses to its line . . . and why not some news to the trade papers, at least, on labor developments. American Airlines just signed with a mechanic's union and it's like pulling teeth to get the dope . . . and there's the John Hix "Strange As It Seems" book which United Air Lines revised recently and a good promotional bet, all wasted . . . and not to mention Eastern's pilot-passenger contest which seems to be kept a royal secret but swell promotional news in the trade.

WE WERE interested in watching how attentive pilots are to Fred D. Fagg, Jr. (E. A. L., June 16). If Fagg could move around more, he'd pick up a host of friends down the line, both with airline and private flyers. This isn't a blurb for Fagg, but his unassuming manner and evident interest in practical problems would make him very popular if he had the time to spend in the field.

## Reference Guide to the McCarran-Lea Bill

The following is taken from the House Report 911 accompanying H. R. 7273:

### Purpose of Legislation

The fundamental purpose of this proposed legislation is to extend to the Interstate Commerce Commission regulatory powers over air transportation, generally similar, so far as applicable, to the powers it now exercises over rail and motor transportation. . . . This bill would continue the established policy of the Congress in coordinating under the jurisdiction of the Interstate Commerce Commission, all interstate transportation.

### Need of Legislation

This bill follows the program recommended by the President in messages to Congress. The ultimate purpose of the program is the coordination of the transportation of the Nation; thus serving the needs of interstate and foreign commerce and the national defense.

### General Provisions of the Bill

The bill requires persons who desire to engage in interstate, overseas, or foreign air transport operations to obtain certificates of convenience and necessity from the Interstate Commerce Commission. Air carriers, in such services, would also be required by the bill to file and publish tariffs and would be subjected to the jurisdiction of the Commission in respect of securities issued, approval of governmental loans, rates or fares, consolidation and mergers, accounting and trade agreements.

All existing air-mail contracts would be canceled and certificates of convenience and necessity would be granted in lieu of such contracts. The holders of certificates of convenience and necessity over the existing mail routes, and such other mail routes as may be added from time to time by the Postmaster General, would be authorized to carry the mail, under rules and regulations and schedules to be prescribed by the Postmaster General. Rates for the carriage of air mail would be fixed by the Commission in the same manner as the Commission now fixes the air-mail rates for all domestic air-mail carriers.

The bill allows the Post Office Department full supervision over mail dispatching, including the regulation of schedules and the privilege of making all rules and regulations which it deems necessary in the transportation of the air mail. It further provides that the Postmaster General shall not be required to tender air mail to carriers other than those selected by the Post Office Department and then only to the extent required by the needs of the Postal Service.

The bill contains the substance of provisions of the Air Mail Act of 1934, as amended, including provisions preventing monopoly, protecting the public from the evils of interlocking directorates, and the control of



### Progress in Aviation

Reg Manning in the Phoenix, Ariz., Republic

air carriers by aircraft manufacturers. The bill includes protection to labor as now existing in the Air Mail Act of 1934, as amended, and also has continued the policy of the annual audit of the accounts, books, and records of each air carrier with such other investigations and studies as are necessary for the Commission to determine whether there is being derived by or accruing to any air carrier any unreasonable profit from rates of compensation fixed by the Commission.

The bill further requires the Interstate Commerce Commission to report to the Congress, as soon as practicable, the effect of establishing a uniform rate for the transportation of mail by aircraft and also a report to the Congress regarding the desirability of extending direct or indirect financial aid to air carriers and others assisting in air transportation.

### The Effects to Be Accomplished

It is the belief of this committee that this bill when enacted will greatly stabilize the air-transport industry of the United States, and will thereby materially contribute to its sound growth and economic advancement.

Present legislation covers only the air-mail contractors and is limited solely to regulations regarding the carriage of the air mail, with definite mileage limitations as to the amount of service which may be instituted. Nonmail air carriers are subject to no regulation whatsoever except the limited safety regulation imposed by the Bureau of Air Commerce.

The present air-transportation system has been developed at great expense both to the Government and private industry, to say nothing of the lives taken during this development. It is now seriously threatened by the initiation of unregulated airlines, unhampered by any duty to perform the governmental service of carrying mails and not covered by the present law. The Government cannot allow unrestrained competition by unregulated air carriers to capitalize on and jeopardize the investment which the Government has made during the past 10 years in the air-transport industry through the mail service and which was planned to permit, and at present is permitting, the Government to carry on its air-mail service at constantly decreasing costs per unit.

The needs of the public require the immediate extension of Government control to the air-transport industry. In order to prevent chaotic conditions and promote the rapid growth that comes with orderly regulation this need should be fulfilled at the earliest practicable date.

## PRO, CON AND OTHERWISE

New York City,  
June 19, 1937.

To the Editor:

I have just finished reading the Junior Birdmen story which appeared on page 14 of your June 15th issue and would like to call attention to several fallacies in this article due, no doubt, to the fact that you are not thoroughly familiar with the principles and purpose of our organization.

The Junior Birdmen of America, organized May 1, 1934, is a permanent nation-wide youth movement with a membership enrollment at the present time of 471,972. Just as the American Red Cross and the Boy Scouts of America, it is in no way a "promotional organization." It is the only organization of its kind, with so large a membership which maintains a complete file of its members.

Your article states that Mr. Fagg issued a flat denial that he made a statement to me to the effect that he was in full accord with our safety campaign. It may be that he has changed his views since my talk with him, but I feel confident he would not deny that he did say to me that he would put through legislation on this matter, banning the flight of gasoline powered model planes from within one mile of all airports.

Obviously the fact that you were unfamiliar with the true motive of our campaign led you to publish that our drive is seen as a movement to cramp the style of the National Model Plane meet to be held near Detroit by the National Aeronautic Association, July 7th to 11th.

I note that you do not refute any of the points of our campaign. We have, of course, received criticism on this drive from other sources, but, as in your case, the principles involved have evidently been above reproach. This encourages us to carry on our campaign in the interest of youth and aviation to have this activity discontinued entirely.

You mention in your story that the N. A. A. is considering licensing all their members who fly gasoline powered model planes. If this is done I feel that our campaign has already accomplished some measure of success.

I feel confident that a close study of my campaign message, a copy of which is attached, will give you a better understanding of the true purpose and aims of our organization. We assure you that it is our desire to do every thing within our power to further the interests of Junior aviation.

LAWRENCE W. SHAW,  
National Director,  
Junior Birdmen of America.

New York City,  
June 22, 1937.

To the Editor:

First of all, please let me congratulate you on the production and publication of the editorial entitled, "Hearst No Likee Cake So Wants to Ban Cakes To All," appearing in the June 15th issue.

In my opinion, it expresses the situation in very concise, accurate terms. I am enclosing an editorial which I wrote before I saw yours, and it will appear in the August issue of our magazine. The International Gas Model Airplane Assn. was organized directly because of Mr. Shaw's attack on gas models about two years ago. At that time we felt that such an organization might be necessary in order to combat

any enemies of it which might develop. Now it has 3,500 members and over 85 units throughout the country.

I notice from your editorial that the NAA remarks that special rules would have to be developed to govern the flight of gas models. Our Association is doing this very thing now. Not only that, but it licenses gas models so that if any difficulties arise a member will be reported to headquarters or to the Department of Commerce and suitable methods may be taken to correct the trouble or dismiss the model builder from the Association, depending entirely upon the circumstances. The owner of the plane is traced through the number we assign him and which he paints on the model. A duplicate record is kept by us. So far our system has worked perfectly. This has been due largely to the intense interest of its members in upholding the rules laid down and in trying to avoid the wrath of anyone who might find cause for criticism in their action.

We hope that you will continue to express the truth concerning gas model activities in your column, as you have in your articles. If we can be of any service in giving you accurate information on this highly educational development, please let us know.

CHARLES H. GRANT,  
Editor,  
Model Airplane News.

Kansas City,  
June 21, 1937.

To the Editor:

Will you permit the writer to "set you right" in connection with the last item of your column "Just Heard —", Vol. 1, No. 2, AMERICAN AVIATION?

TWA is having excellent results with its new Douglas Skysleeper planes. Unfortunately, a mechanical difficulty did cause an accident here at Kansas City before our sleeper planes were placed in scheduled service. That was the only one, however, and we have been wondering where the idea came from that (to quote your item) "Two of the first three cracked up and are now at the factory."

It is true that the first of these sleeper planes delivered to us was returned to the factory, but that was a Bureau of Air Commerce requirement. It was sent back for reweighing following installation in our plant here of chairs and other equipment. Incidentally, its empty weight was less than had been anticipated.

Please have a heart and thanks for the story, in the same issue, regarding the fact that the Boy Scouts of America have entered air transport via TWA. That's the best route they could have selected.

R. S. KNOWLSON,  
TWA Public Relations.  
Editor's Note: Sorry, AMERICAN AVIATION had earlier reports, now corrected, that the DC-2 accident in Pittsburgh was a new Skysleeper.

Newark, N. J.,  
June 21, 1937.

To the Editor:

In your issue of the 15th under the article entitled "New York Bill Vetoed," I note that you state that the bill was strongly opposed by aviation interests in the state.

This is not true, as the Hillig bill had almost the unanimous support of the operators and manufacturers and also of the New York State Aviation Association. The bill which they op-

posed was the one introduced by Senator Spencer Feld and which would have taxed the industry for all sorts of operations, would have set up a special licensing in the state, etc. This bill was opposed and was turned down in the Assembly.

The Hillig bill passed the Assembly but was vetoed by the Governor on the grounds that he did not feel that we had enough permanent information on the regulation of flying within the state and that any such legislation would be of a temporary rather than a permanent character.

As far as aviation interests in the state are concerned, we anticipate that some sort of regulation will be necessary at some future date, and it is the desire of the industry to have such regulations as sane as possible.

C. S. (CASEY) JONES

Denver, Col.,  
June 21, 1937.

To the Editor:

Since AMERICAN AVIATION seems to be ready to battle for the right on almost every subject, I should like to call your attention to a dangerous situation here in Denver.

We have large crowds out at the municipal airport every Sunday when the weather is nice, particularly since United has been coming into Denver. Just yesterday (Sunday, June 20th) there were about 300 people watching preparations for the departure of a Wyoming Air Service plane about seven thirty in the evening. The people were permitted out onto the apron and were milling all around the plane. Many were smoking. Then the time came for the pilot to warm up the engines, and without any warning to the people, one of the engines was started. Now I am not saying that this was the responsibility of Wyoming Air Service. Every airport I know of exercises control over spectators. The people are not permitted near the planes. If this situation keeps up, a serious accident is bound to occur when a hundred or more persons are permitted to remain close to a transport plane while the engines are being started. I wish you would call this matter to the attention of the municipal airport before trouble really happens. I know of no large airport where there is such laxness of supervision and safety.

Reader.

Long Beach, Calif.,  
June 9, 1937.

To the Editor:

In the June 1 issue of AMERICAN AVIATION an article appeared regarding the opening of Reeve's Field. Your item credited the location of this field as being at San Diego, which is entirely erroneous. The field in question is located at Terminal Island in the Long Beach-Los Angeles harbor area. The field at San Diego is known as the North Island field, and is entirely separate.

RAY MILLER,  
Publicity Manager,  
Long Beach Chamber of Commerce.

Chicago, Ill.,  
June 14, 1937.

To the Editor:

I have heard a lot about how much money was spent at Cleveland Airport. There is no doubt that a fine job was done. But I passed through there the other day on an airliner and believe it or not, but I couldn't find a simple drinking fountain in the administration building for all the money that's been spent. I guess they spent so much time improving the field they didn't think about a passenger wanting a cold drink of water on a hot day. Of course there

is a soda fountain right handy but some time we guys get tired of buying cokes. I'm not much of a letter writer but I liked your first issue so much I thought you'd like to carry a squib about this.

P. C. H., Chicago.

## KENYON WINS MEET

College Flyers Hold Annual Contest on Long Island

Hicksville, N. Y., June 19—The Third National Intercollegiate Flying Meet was won by Kenyon College, Gambier, O., with a total of 16 points. The University of Minnesota and Stanford tied for second place with 12 points each.

Other schools represented at the meet were Yale, Cornell, Amherst, San Jose State College of California, University of Michigan, Purdue, Rollins College, Lawrence Tech of Detroit, University of Pennsylvania, University of Akron, University of Detroit, and Smith College.

## BENDIX AIRPORT

Teterboro Voters Approve Change of Airport Name

Teterboro, N. J., June 5—Voters of this community expressed their desires at the polls to change the name of the municipal airport from Teterboro Airport to Vincent Bendix Airport in honor of the manufacturer who is building a \$3,000,000 "aviation city" here. Bendix has 100 acres at Teterboro and a three-year option on the airport.

Teterboro Airport has quite a history in the older days of aviation. The names of Chamberlain, Acosta, Balchen, Bellanca and Lindbergh were all associated with the airport at one time or another. It was here that Tony Fokker built his transports.

## Jackson Elected

The Radio Technical Committee for Aeronautics, composed of representatives from Government agencies having to do with aeronautic radio and of manufacturers and users of aeronautic radio, has elected as its new chairman W. E. Jackson, Chief of the radio development section of the Bureau of Air Commerce.

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WANTED—Girl parachute jumper with outfit. Write or wire Wehman Air Service, Bath, N. Y., immediately.

SAVOIA MARCHETTI. 5 hours since major, new bottom and sides, new tires, new covering. Heywood air starter, new floats, just relined, guarantee this ship to be in first class condition, no trades. Raymond V. Green, Fulton, N. Y.

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## 5 LINK TRAINERS BOUGHT BY UNITED

**R. T. Freng Heads Intensive Program of Instrument Flying as New Division Chiefs Are Appointed**

United Air Lines has purchased five Link trainers to launch a new program of intensive instrument flying training for its 300 pilots. W. A. Patterson, U. A. L. president, announced June 20. The company is reported to have developed improvements on the trainers which it will use at five division points on its coast-to-coast system.

Entire program is under supervision of R. T. Freng, United's chief of flying, who has pioneered the technique of instrument landings in experimental development. The Link trainer is a small hooded airplane with conventional controls, flight instruments and radio communication facilities. It rotates 260 degrees and is mounted on large bellows to simulate all features of actual flight.

Cities where the Link trainer will be used are Seattle, San Francisco, Salt Lake City, and two at Chicago.

At the same time United announced that appointment of four division chiefs and seven assistant chief pilots under supervision of Mr. Freng will result in closer supervision of pilots. Eight pilots will be assigned to special duty in training line pilots on the Link trainers.

Freng announced the following appointments: Eastern division, Chief Pilot Walt Addems, Assistant Richard Dobie; Mid-Western division, Chief Pilot W. D. Williams, Assistants Cliff Coppin and Bob Bergesen; Western Division Chief Pilot, Harry Huking, Assistants Jack O'Brien and Walter Eefsen; Pacific Division, Chief Pilot Rube Wagner, Assistants C. R. Bowman and Heber Miller.

## SKY ZEPHYRS

**Northwest Airlines Fleet of Lockheeds to be Ready Soon**

Test flights of the new Lockheed 14, the new fourteen-passenger twin-engine transport of which the first eight will go to Northwest Airlines, were to be made the last of June. As soon as the fleet is off the delivery block, they will be placed in operation on the Seattle-Chicago line. The 14 is said to have a top speed of 250 miles per hour, which would make it the fastest air transport in the world.

Leslie B. Farrington, Northwest general traffic manager, has announced the new ships will be called "Sky Zephyrs." Northwest will use only ten seats, giving passengers more room. Plans are made to install plane-to-ground phone service for passengers.

## Hawaiian Gas Tax

**Aviation Fuel to be Taxed for Airport Program**

A move to bring Hawaiian airports up to the Bureau of Air Commerce standards was made by the legislature recently when it provided that the tax on aviation gasoline will be used for airport development and, in addition, \$200,000 of a loan fund was made available for this purpose. The money will be applied to the purchase of material and supplies.

Application has been made for a survey looking to the establishment of a million dollar airport near Honolulu.

## BAC May Have to Pay AT&T 25% More for Failing to See Far Enough Ahead

Some time ago the air transport companies decided that it would be good policy to supplement their extensive radio point-to-point service with leased lines and teletypewriter, particularly over routes where a multiplicity of schedules were flown.

The high cost of this service, however, stood in the way of general adaptation of teletypewriter service. Late in 1935, Aeronautical Radio, Inc., the wholly-owned aviation radio corporation of the airlines, filed a complaint with the Federal Communications Commission against the American Telephone & Telegraph Company relative to their policy on leased line teletype service.

Two issues were developed at the hearing held in February, 1936, at the FCC. The AT&T refused to lease lines to Aeronautical Radio, Inc., if that company in turn used the lines in such a way that business of several transport companies was handled over them. The sense of the Commission's ruling on this was that if Aeronautical Radio, Inc., made application in proper form for lines for the above purpose the AT&T should lease the circuits to Aeronautical Radio, Inc.

Aeronautical Radio, Inc., also asked the Commission to establish a classification for leased line service to be called "Airways Communication Service" and to give this classification the same rate treatment as was extended to the Department of Commerce on their treatment as was extended to the Department of Commerce on their extensive teletype leased circuits which are now classified under the heading of "News Bulletin Service" with rate treatment about twenty-five per cent less than standard. Witnesses from the Depart-

ment of Commerce appeared at the FCC hearing and testified that about ninety-eight per cent of the traffic handled over the teletypewriter circuits operated by the Department of Commerce dealt with weather, which information was disseminated to the public.

The Commission decided that no new classification was necessary.

An interesting situation is developing now, however, because of the fact that the Department of Commerce expects to contract for additional leased circuits this year to link the traffic control centers together in a communication rather than a weather circuit.

The question now arises as to whether the Department of Commerce will have to pay twenty-five per cent more for the communication circuits than they are paying for the weather leased lines or will the Department of Commerce decide to support the idea that a general "Airways Communication Service" classification is needed for all leased circuits along the airways whether they are operated by the Bureau of Air Commerce, Army, Navy or commercial interests.

If, two years ago, the Bureau of Air Commerce could have foreseen their need for straight communication leased lines and had supported Aeronautical Radio's complaint against the AT&T at the FCC hearing, it is probable that the case of Aeronautical Radio would have been helped considerably.

The Bureau is now in the position of asking the AT&T for lines for about the same purpose that Aeronautical Radio, Inc. wanted them. If the AT&T is consistent, it is likely that it will have to charge the Bureau of Air Commerce the higher rate for these lines.

## "Humanized" Advertising Launched by American Airlines in 25 Newspapers

Chicago, June 19—In a message to stockholders this week, C. R. Smith, president of American Airlines, commented upon his organization's new "humanized" advertising copy theme and submitted proofs of dramatic full-page newspaper advertising scheduled to appear in approximately 25 dailies in eight metropolitan cities during June.

"We believe that the public has tired of reading about airplanes, schedules and fares," he said. "People want to know how air transportation will benefit them in their business and social life. American is first with this new type of air transport advertising. We attempt to translate the advantages of air transportation, and the superiority of American's services, in terms of human advantage."

Commenting on American's recent "Afraid to Fly?" newspaper advertisement, Mr. Smith said:

"This advertisement did much to correct erroneous impressions of the danger of air transportation. The public response to this advertisement exceeded our expectations; we were applauded for our frank statement and passenger business has increased as a result of the advertisement."

The first of the series of "humanized" ads carried the caption, "It's Cool," featuring the overnight flight to California on the Mercury Skysleeper. On June 24 appeared a full-page ad in the *New York Herald Tribune* captioned "I Use American Airlines to Chicago because—" and quoting five

industrial leaders on why they use the airplane for travel. One quotation was, "I fly because I'd rather be there than on my way there," by R. C. Borden, of the Borden Company. Others quoted were S. L. Buschman, president of the National Can Corp., Walter G. Baumhoger, president of Certain-teed Products Corp., George M. Gales, president of Liggett Drug Company, and Ralph Hitz, president of National Hotel Management Company, Inc.

## Douglas Adds Shift

Santa Monica, Calif., June 22—Douglas Aircraft Co. has gone to two eight-hour shifts and one irregular shift in order to keep production schedules at a new high. It is hoped to avoid adding a full third shift. Backlog orders total about \$38,000,000. Employees currently number about 6,500 compared with 5,600 at the end of February and 4,780 in May of last year. Payroll additions are expected to continue upward until the 10,000 figure is reached.

## Duke's Plane Sold

Weston-Super-Mare, Eng.—The Duke of Windsor's De Havilland Rapide plane, in which he made history by being the first English king to fly, has been purchased by Western Airways here. It has been converted into an eight passenger transport for use on the Birmingham service.

## SCHROEDER STARTS

**Patterson Introduces Operations Manager to U. A. L. Officials**

Chicago, June 15—The introduction of Major R. W. "Shorty" Schroeder to the United Air Lines operating staff was formally made today by W. A. Patterson, president.

Those present were Cyril C. Thompson, executive assistant; D. B. Colyer, vice-president; Seely V. Hall, general superintendent; H. O. West, superintendent of maintenance; F. E. Caldwell, superintendent of dispatch and meteorology; J. R. Cunningham, superintendent of communications; R. T. Freng, superintendent of flying; J. A. Herlihy, superintendent of the New York-Chicago division; Russell LeBrock, superintendent of mail and express; T. B. Marshall, personnel service director; E. Van Vechten, purchasing agent; R. C. Wright, superintendent of operations accounting.

Mr. Patterson stated that Major Schroeder would spend several weeks visiting personnel at all points along United's approximately 5,000 route miles to familiarize himself with the organization set-up before taking over his new duties as manager of operations, with especial emphasis on safety.

## Gulf Hangar

**Largest Cleveland Structure Marks New Construction Boom**

Cleveland, June 16—The aviation division of the Gulf Refining Co. will begin construction next month of a 30,000 square foot hangar at the north end of the hangar line on Cleveland Municipal Airport. It will be the largest hangar in Cleveland and one of the largest in the United States.

Costing approximately \$150,000, the structure will be able to house the new 4-engine airplanes planned for air line service next year. It will have a 35-foot door and a 200-foot clearance. A. R. Hamilton, Gulf architect who developed the plans, has asked for bids and expects to open them within two weeks.

The hangar will probably be finished in time for the National Air Races, according to Major John Berry, airport commissioner.

## New Airplane Company

Springfield, Mass., June 15—A corporation for the construction of aircraft here was launched last night. Officers and directors will be elected later. Temporary chairman is Edmund J. Fischer, manager of the airport. Howell W. Miller, aircraft engineer, is connected with the new concern. Plans involve the building of two-seater sport planes.

## An Opportunity to Earn Money

Circulation territories are now open for agents wishing to represent AMERICAN AVIATION. Write for details about how you can earn money in your community or territory by representing America's fastest-growing, most outspoken and independent aviation magazine. Liberal commissions paid. No red tape. It's easy to sell a magazine that's being read cover to cover. Write now to AMERICAN AVIATION, 647 Earle Building, Washington, D. C., for details.

# June Air Traffic May Hit Record

Revenue Passenger Figures for 1937 10% Ahead of Last Year; June May top Total for All-Time Peak of July, 1936

WITH air passenger traffic a good 10% ahead of last year for the first five months of this year, domestic air lines in June may equal or surpass the all-time monthly air traffic record which was set July, 1936, when the industry flew a total of 40,104,800 revenue passenger miles.

Seventeen domestic airlines reported to the Air Transport Association in June that passenger traffic had shown a sharp upturn. The figures compiled showed that the industry flew 36,201,415 revenue miles, compared with 27,847,025 in April, or a gain of 30%. The figure for May, 1936, was 34,884,600.

The total revenue passenger miles for the year is running well ahead of last year, despite the disastrous business during the first few months. So far, for five months, the figure is 133,650,306, a 10% gain over the same period of last year when 121,154,000 miles were flown.

According to the Chicago bureau of *The Wall Street Journal*, if the June figures equal or top the record month of last year, both United Air Lines and American Airlines stand to make money this year, assuming that business maintains its high level. Both are estimated to have broken even in May.

## A-A Enjoys Increase

Indications were that American Airlines would enjoy about as large a volume of business as last October, when it flew 12,326,379 revenue passenger miles to reach an all-time record for that company. May was the third best month in this line's history, reaching 11,463,425 passenger miles, compared with a low 8,982,029 in April. For the eighth consecutive month American Airlines accounted for the largest single share of total airline business, representing 31.6% of the total for the industry.

In the first ten days of June, American flew 3,910,748 miles compared with 3,645,606 in the same May period. Business has constantly increased, and, of course, American shared the increased business along with other lines in and out of Chicago arising from the Braddock-Lewis fight.

United Air Lines showed even a sharper rate of gain. May was the best month since October, reaching 9,186,206 revenue passenger miles compared with 5,844,177 in April and 10,405,835 in May of 1936. Revenue passengers carried in May totaled 17,819 compared with 12,161 in April, a gain of 47%. Coast-to-coast traffic has amounted considerably following installation of DC-3 equipment.

## United May Set Record

Indications were that United would surpass all previous June statistics. In May United accounted for 25% of the total miles flown by the industry.

American Airlines has had a competitive advantage over both United and TWA on coast-to-coast business until recently. It received its DC-3 equipment earlier and made heavy inroads on this business. Now that United has larger "mainliner" equipment, its business is showing sharp upturns. TWA has lagged during the first five months but is expected to shoot upwards in June and continue higher. Its new equipment is just now going into operation.

It is rather difficult at this date to predict how the year 1937 will end, since it got off to a bad start and a consistently high record will be necessary during the last six months if the year is to end higher than 1936. However, Capt. Eddie Rickenbacker, general manager of Eastern, predicted last month in New York that air express traffic for this year would show a gain of anywhere from 85 to 150%, that air passenger traffic would gain upwards of 45% and that air mail volume would increase around 20%.

In the Northwest, C. J. Middleton,

district traffic manager for United Air Lines at Seattle, announced that air traffic in and out of Seattle during May showed a gain of 54% over the previous month and 14% over May, 1936.

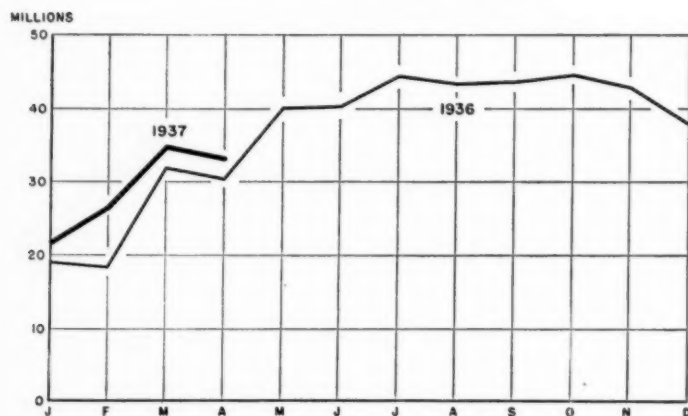
## Braddock-Louis Fight Results in Heavy Traffic

Chicago, June 24.—Three major airlines established new records in outbound passenger traffic as a result of the Braddock-Louis fight here. American Airlines showed a 42% increase with four extra sections run to New York. United Air Lines set a new record, an increase of 43% over previous peak, with four extra sections run to New York and two special planes to California. TWA was booked to capacity and ran two special flights to New York and one special to Kansas City.

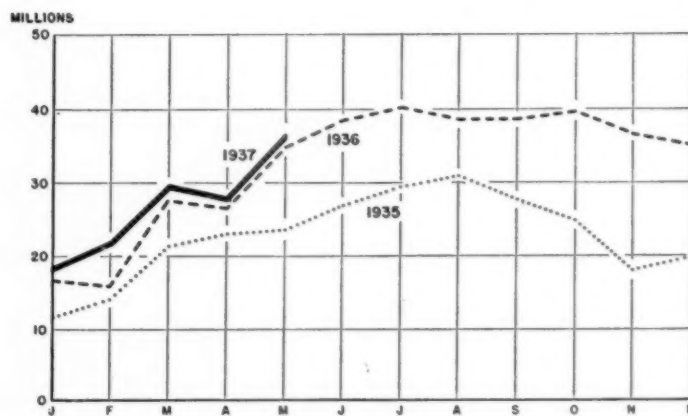
## Newark Holes

Newark, N. J., June 22.—Complaints by airlines that bumps in Newark Airport's field have damaged some transports, particularly following a heavy rainfall, have resulted in a careful survey of the field. Superintendent Dick Aldworth is having the holes filled.

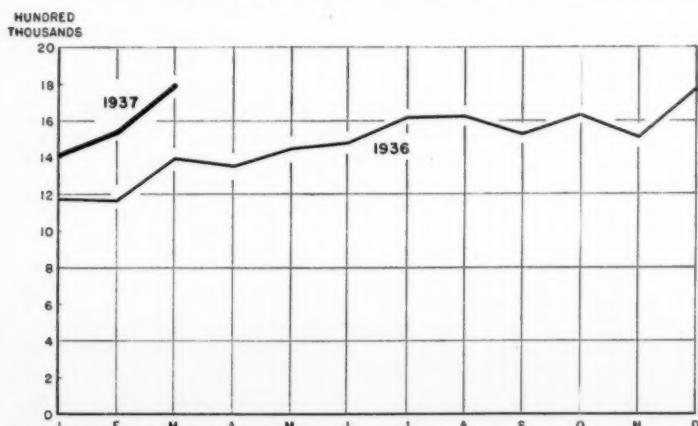
PASSENGER MILES FLOWN



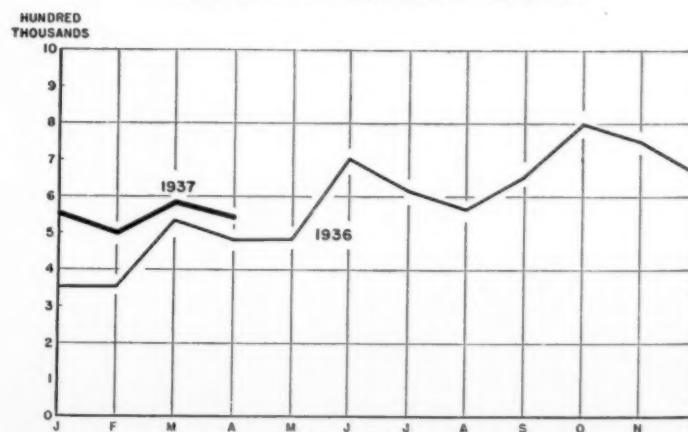
REVENUE PASSENGER MILES FLOWN



POUNDS OF AIR-MAIL CARRIED



POUNDS OF EXPRESS CARRIED





# May Deliveries Reach Record High

**Deliveries of Aircraft and Engines for Month Total \$8,960,731, an Increase of 42% Over May of Last Year; Record Year for Industry Seems Certain**

CONSISTENT with the upward trend since the first of the year, aircraft and engine sales reached an all-time monthly high in May when the Aeronautical Chamber of Commerce reported that deliveries totaled \$8,960,731, an increase of 42% over May, 1936, when deliveries totaled \$6,296,670.

Deliveries in April totaled \$8,908,079 and at that time the Chamber reported that aircraft and engine sales may well reach the \$100,000,000 mark in 1937 for the first time in the history of the industry.

For the first five months of this year deliveries total \$39,435,602, compared with \$25,175,475 for the first five months of last year. This represents an increase of 56%.

Monthly delivery totals of aircraft, engines and spares for each month through May this year and last year are as follows:

	1937	1936	%Inc.
January ..	\$6,189,189	\$3,580,395	72.8
February ..	6,890,509	3,956,396	74.1
March ..	8,487,094	4,689,012	81.7
April ..	8,908,079	6,673,002	33.5
May ..	8,960,731	6,296,670	42.3
	<b>\$39,435,602</b>	<b>\$25,175,475</b>	<b>56.6</b>

While military deliveries showed only a nominal increase in May over May of last year, commercial airplanes accounted for \$1,992,482, a 92% increase from the 1936 commercial production of May, 1936. A total of 200 units were delivered during May of this year, of which 19 were transport planes. Commercial aircraft engine deliveries were up 101% over May of last year.

Meanwhile the Department of Commerce released export figures for the first four months of this year which indicate that exports are accounting for a greater proportion of deliveries than last year. January-April exports totaled \$10,272,914, or 33% of the total four month sales compared with only 21% last year.

The Chamber's recapitulation of all deliveries for the first five months of this year follows:

	Deliveries	
	Units	Per cent
Commercial Airplanes ..	743	\$ 8,207,646 20.8
Military Airplanes ..	201	10,022,989 25.4
Commercial Engines ..	1,523	6,071,365 15.4
Military Engines ..	810	6,025,259 15.3
Airplane Spares ..		5,926,566 15.0
Engine Spares ..		3,181,777 8.1
		<b>\$39,435,602 100.0</b>

1937 deliveries to date are 50% of the total 1929 peak year production which was approximately \$79,000,000.

## Proceedings Dismissed

### Against Kinner by SEC

The Securities and Exchange Commission announced on June 17 that it has dismissed proceedings to suspend or withdraw the \$1 par value common stock of Kinner Aircraft and Motor Corp., Ltd., from listing and registration on the Los Angeles Stock Exchange and the San Francisco Curb Exchange. These proceedings had been instituted because of failure on the part of the company to file certain financial statements within the time prescribed by the Commission's regulations. The financial statements have now been filed and the proceedings have been dismissed.

Month of May	DELIVERIES			
	Units	Value	Units	Value
Commercial Airplane ..	156	\$1,036,471	202	\$1,992,482
Commercial Engine ..	238	747,097	355	1,500,951
Total Commercial ..		1,783,568		3,493,433
Military Airplane ..	67	1,791,709	44	2,094,943
Military Engine ..	171	1,436,086	157	1,285,032
Total Military ..		3,227,795		3,379,975
GRAND TOTAL ..		<b>\$5,011,363</b>		<b>\$6,873,408</b>

5 Months January to May	DELIVERIES			
	Units	Value	Units	Value
Commercial Airplane ..	475	\$4,187,701	743	\$8,207,646
Commercial Engine ..	956	3,255,506	1,523	6,071,365
Total Commercial ..		7,443,207		14,279,011
Military Airplane ..	288	6,154,961	201	10,022,989
Military Engine ..	714	6,293,384	810	6,025,259
Total Military ..		12,448,345		16,048,248
GRAND TOTAL ..		<b>\$19,891,652</b>		<b>\$30,327,259</b>

PRODUCTION AND DELIVERIES OF AIRCRAFT ENGINES—BY MONTHS 1937					
Month	MILITARY Deliveries		COMMERCIAL Deliveries		Value
	Units	Value	Units	Value	
January ..	212	\$1,513,552	167	\$ 598,781	
February ..	121	801,872	271	850,201	
March ..	155	1,109,723	353	1,441,971	
April ..	165	1,315,080	377	1,579,461	
May ..	157	1,285,032	355	1,500,951	
Total 5 Months ..	810	\$6,025,259	1,523	\$6,071,365	

PRODUCTION AND DELIVERIES OF AIRPLANES—BY MONTHS 1937					
Month	MILITARY Deliveries		COMMERCIAL Deliveries		Value
	Units	Value	Units	Value	
January ..	26	\$1,446,226	103	\$1,159,397	
February ..	30	2,035,860	135	1,223,444	
March ..	50	2,215,368	154	1,939,421	
April ..	51	2,230,592	149	1,892,902	
May ..	44	2,094,943	202	1,992,482	
Total 5 Months ..	201	\$10,022,989	743	\$8,201,646	

AIRPLANE SPARE PARTS SALES—BY MONTHS 1937					
Month	Commercial	Military	Miscellaneous	TOTAL	
January ..	\$ 346,307	\$ 588,066	\$ 30,636	\$ 965,009	
February ..	534,318	701,279	65,820	1,301,417	
March ..	312,321	505,610	219,764	1,037,695	
April ..	293,066	821,151	147,333	1,261,580	
May ..	587,022	600,283	173,560	1,360,865	
Total 5 Months ..	\$2,073,064	\$3,216,389	\$ 637,113	\$5,926,566	

ENGINE SPARE PARTS SALES—BY MONTHS 1937					
Month	Commercial	Military	Miscellaneous	TOTAL	
January ..	\$ 175,283	\$ 299,400	\$ 31,541	\$ 506,224	
February ..	195,747	321,625	60,343	\$ 577,715	
March ..	311,707	324,178	107,031	\$ 742,916	
April ..	140,071	283,277	205,116	\$ 628,464	
May ..	313,380	302,664	110,414	\$ 726,458	
Total 5 Months ..	\$1,136,188	\$1,531,144	\$ 514,445	\$3,181,777	

## Ryan Places Order For

### 32 Engines With Menasco

The Menasco Manufacturing Co., of Los Angeles, announced on June 18 the receipt of an order for 32 aircraft engines from the Ryan Aeronautical Co. of San Diego, involving approximately \$40,000, for delivery within the next 90 days.

This order followed one received a week earlier from the Stearman-Hammond Aircraft Corp. of San Francisco for 20 engines and brings the company's business for the two weeks to an amount exceeding \$75,000.

The Ryan order calls for engines of the 125 and 150 h. p. models to be installed in standard and deluxe Ryan sport trainers. The Stearman-Hammond order is for the 150 h. p. supercharged model to be installed in the model Y plane recently introduced.

## Taylor Cub Expansion

Officials of the Taylor Aircraft Company believe their production of Taylor Cubs will soar when deliveries begin from the new plant at Lock Haven, Pa. Although the fire which destroyed the plant at Bradford did not do much to

halt production and deliveries, the new plant will be double the size of the old one. Mass production methods will come nearer to reaching reality in the new set-up. The company is spending \$250,000 for new equipment and facilities. Last year 550 Cubs were sold, a record number of commercial airplanes for the U. S. This figure constituted 36% of total commercial plane production. During the first five months of 1937 the company claims it held to this percentage. Taylor Aircraft engineers believe the new plant will be able to produce as many as 100 a week. Whether this will be possible is not known at this time, but it is certain that capacity will be considerably enlarged.

## S. C. Company Chartered

Columbia, S. C., June 16—The Secretary of State issued a charter today to the Poole Aviation Corporation, of Greenville, capitalized at \$500 with officers listed as Margaret W. Poole, president; and Charles L. O'Dell, vice-president and secretary. The firm listed its business as advertising and teaching aviation.

## Link Trainers to be Produced in Canada

Binghamton, N. Y., June 15.—E. A. Link, president of Link Aviation Devices, Inc., announced today that his organization has just completed arrangements for manufacturing Link Aviation Trainers at Gananoque, Canada. The new plant consists of a three-story brick factory with a warehouse, having a total floor space of 30,000 feet. Production will start within a few weeks. The factory will produce trainers for shipment to England and other foreign countries. R. Watham, vice-president of the J. V. W. Corporation, Newark, N. J., exclusive sales agent for the trainers, has just returned from a two-months' trip in Europe where he negotiated the contract for a substantial number of trainers for the British Air Ministry. Orders have also been secured from France, Russia, Norway, Holland and other countries. More than 80 trainers are now in order.

Among schools now operating trainers in this country or who have them on order are Aircraft Instrument and Radio Training, of Roosevelt Field, L. I.; Baker-Eberle, Detroit; Dallas Aviation School at Dallas, Texas; Boeing School of Aeronautics, Oakland, Calif.; Queen City Flying Service, Cincinnati; Denner Flying School at Santa Maria, Calif.; and Phil Gibbons' school in Charlotte, N. C.

## Bendix Expands in Calif.

Los Angeles, Calif., June 11—As part of its expansion program in southern California, Bendix Aviation Corp. has taken a twenty-year lease on a large hangar at Burbank Airport. Deal was made with United Air Lines. Another hangar at Burbank is already controlled by a Bendix subsidiary, Pacific Airmotive. A large piece of property near the airport has also been taken by Bendix. S. F. Dupree, Jr., president of All Metal Universal Joint Company, Cleveland, O., has been engaged to take charge of the Bendix automotive division in southern California under direction of Palmer Nichols, general supervisor of both the automotive and aircraft divisions.

## AT LAST!

An aviation magazine that can be read and understood by business men and investors!

Already AMERICAN AVIATION is No. 1 magazine in the nation's investment and financial houses.

"The News Magazine of aviation business."

## Lockheed Delivers Hundredth Electra, Moves Into New Plant

**Is Second U. S. Concern to Produce 100 of Any One Bi-motor type; Receives New Orders From Foreign Airlines to Increase Backlog**

Lockheed Aircraft Corporation doubly celebrated the month of June by moving into its new factory at Burbank, Calif., and delivering No. 100 of its Electra model. This marks the second time when an American aircraft concern has produced one hundred of any one bi-motored type. No. 100 in this instance was delivered to the Polish Airlines.

Recent backlog orders now call for deliveries of Lockheed transports to seven airlines, only one of which is domestic, and to two foreign governments.

The new factory schedule calls for deliveries of ten of its speedy transport planes per month. The factory was erected on the same site which for ten years has been the center of the company's activities, one mile from Union Air Terminal. Most of the old hangars were incorporated into the new plant, which was designed for "straight-line" production.

In its expansion program Lockheed expended around \$1,000,000 in six months. One of the chief items in the new machinery installed was a huge hydraulic metal forming press, weighing 175 tons and one of the largest in the industry. It exerts a maximum pressure of 4,000,000 pounds and stamps out wing ribs, bulkhead sections and smaller parts in quasi-mass production.

The hundredth plane was a ten-passenger Electra and will be placed in service on the Polish Airlines' route between the Baltic and the Aegean seas. Its base will be Warsaw. The first Lockheed Electra was flown February 23, 1934. Since that time orders have been filled for air lines and private buyers all over the world. In the U. S. today nine airlines use Electras in regular operation, while in foreign lands they are found in Mexico, Cuba, Alaska, Poland, Roumania, Yugoslavia, England, New Zealand, New Guinea, Australia, Brazil and Canada. The U. S. Army, Navy and Coast Guard all have Electras and this model has proved a fairly popular buy for corporations. Amelia Earhart is flying an Electra.

As part of its new equipment, Lockheed has installed a complete X-ray laboratory for inspection of castings, weldings, landing gear parts and other vital parts. T. A. Triplett and Victor Barton are in charge.

At present, the backlog of recent orders lines up as follows: Trans-Canada Airways, three Electras and four Model 14's; Ansett Airways, Ltd., Victoria, Australia, three Electras; Linea Aeropostal Venezolana, two Electras; Royal Dutch Air Lines (K. L. M.), one Lockheed 14, making a total of seven now on order; Varney Air Transport, one Lockheed 12; Government of Brazil, two Lockheed 12's for personnel transportation; Argentina Army Air Corps, one Lockheed 12. Since May 1 orders have been received for several twin-engined transports from unnamed purchasers.

### Canada Buys Bombers

Ottawa, Canada, June 20—The Department of National Defense has purchased 11 airplanes for the Canadian Air Force at a cost of \$660,000. The planes are Blackburn Shark bombers. Boeing Aircraft, Ltd., of Vancouver, B. C., will build them.

### Thompson Earnings High

Thompson Products, Inc., is expected to report earnings for the six months ending June 30, 1937, to \$2.25 a common share as against \$1.93 a share earned in the first half of 1936. Sales in the first five months were about 45% above the corresponding period last year. Aircraft engine parts showed substantial gains, there being a sharp increase in volume of aircraft and export business this year. Thompson Products is now making more than a hundred parts used in aircraft engines and planes. Despite an increase for the entire year of about \$300,000 in taxes and \$400,000 for increased labor costs, both amounting to about the same as all of last year's profits, the company's record has constantly improved since the first of the year.

### Kinner Reports Loss

Los Angeles, June 19—Kinner Airplane & Motor Corp., Ltd., shows net loss of \$146,421 after taxes, depreciation, etc., compared with net loss of \$91,838, in the preceding year, according to report for the year ended December 31, 1936, filed with the Securities and Exchange Commission. Sales for 1936 totaled \$127,785 against \$243,701 in 1935.

### Largest Engine Order

Wright Aeronautical Corp., Paterson, N. J., received a contract for 531 Wright Cyclone engines and spare parts for a total cost of \$5,315,310 from the Army on June 24. The engines are for installation in the first fleet of Douglas bombers recently purchased (AM-AV June 15). This is the largest peace time order for engines ever awarded by either the Army or the Navy.

## Taylor Aircraft Co. Purchases Large Lock Haven, Pa. Factory

The Taylor Aircraft Co. has purchased a large factory at Lock Haven, Pa., to replace its original plant at Bradford which was destroyed by fire last March.

The entire manufacturing facilities of the company will be transferred to the new location at once, it was stated by W. T. Piper and Ted Weld at a conference on June 16. By moving the various departments individually, it was planned to maintain the present production of 25 Cubs a week and complete the transfer by July 1.

The new plant, which is a completely modern fireproof, air-conditioned building, was constructed for the Susquehanna Silk Co. several years ago at a cost of nearly a million dollars. The facilities consist of a two-story reinforced concrete and brick factory building, power plant, garage, ten dwelling houses for employees and a siding from the main line of the Pennsylvania Railroad. The plant borders on a terminal size municipal airport and a seaplane base will be established in the Susquehanna River adjoining.

It was estimated by officials of the company that the total increase in value of new equipment and facilities exceed

## F. C. Crawford, Race Patron, is Paid \$38,757

Fred C. Crawford, president and director of Thompson Products, Inc., one of the leading patrons of the National Air Races, was paid a salary of \$38,757 during 1936, according to data filed with the Securities and Exchange Commission, Washington.

Other salaries paid were: L. M. Clegg, vice-president, \$23,433; E. A. McBride, main plant factory manager, \$15,933, and Tolles, Hogsett & Ginn, as counsel, received \$34,000.

In a recent amendment to its registration statement filed with the SEC, the company reported option agreements covering 10,000 shares of no par common stock exercisable at \$18 per share for a period not exceeding two and a half years from April 1, 1935, but in no event during the existence of a dividend default.

## Douglas Sales Agent Paid \$89,200 Salary

Payment of a salary of \$89,200 during 1936 to one of its sales representatives, G. W. Stratton, by the Douglas Aircraft Co., was revealed in data filed with the Securities and Exchange Commission, Washington, in June.

Stratton far out-ranked Donald W. Douglas, president of the company, the latter receiving only \$30,120 according to the data. V. E. Bertrandias, also a sales representative, received \$21,036.

### Canada Buys Transport

Ottawa, Canada, June 10—The Civil Aviation branch of the Department of Transport has taken delivery of a Lockheed 12A purchased from Fairchild Aircraft, Ltd., Lockheed distributors of Canada. Its home base will be Ottawa and it will be used for transportation of officials of the Department of Transport. The plane was flown from Burbank, Calif., by Squadron Leader J. H. Tudhope, M. C., of the Airways Branch, Dept. of Transport, and Alec Snyder.

## INTERSTATE CORP. REGISTERS SHARES

**Airplane Parts Concern of El Segundo, Calif., Will Offer 300,000 Shares to the Public**

The Interstate Aircraft and Engineering Corp. of El Segundo, Calif., registered 300,000 shares of common stock (par \$1) with the SEC on June 21. Public offering of nearly 300,000 shares of the stock will be on or about July 15, 1937, through Laswell & Co., the principal underwriters.

The concern, which will manufacture airplane parts, etc., was incorporated on April 26, 1937, and acquired the entire business, properties and assets of the Interstate Engineering Corp.

The issue is described as follows:

Through underwriter to Public at \$1.00 or market	299,995 shares
Issued to directors at \$1.00	5 shares
To officers for services	50,000 shares
Exchanged for assets of predecessor	150,000 shares
The proceeds of the issue, estimated at \$240,001, will be applied as follows:	
Machinery and equipment (estimated)	\$160,134.30
Calif. sales tax on equipment (est.)	4,743.00
Cost of office building	11,000.00
Furniture and fixtures (est.)	3,500.00
Payment of notes	16,000.00
Payment on real property (due Dec. 28, 1937)	15,000.00
Improvements on property (est.)	2,500.00
Working capital (est.)	27,123.70
	\$240,001.00

The officers and directors are: Harry V. Reynolds, president, director, and chief executive officer; P. J. Brady, secretary-treasurer, director, and chief financial officer; Virginia Kirkpatrick, assistant secretary and director; Alfred E. Dennis, director; Earl M. Brady, director; and Walter M. Jameson, chief accounting officer.

Permits for the first unit of an office building to supplement the factory building at Redondo Beach have been issued. The new building will be thirty-five by ninety feet in area with two stories in the center and will house the offices and drafting rooms. Cost will be \$7,500. Plans call for the employing of several hundred men. Factory space will be in the building formerly owned by the Moreland Coach Co.





## APRIL HOLDINGS, TRANSACTIONS IN AVIATION LISTED BY S.E.C.

### Glenn Martin Holds 355,285 Shares in Own Company; Cord Buys American Stock While Ex-Cello Aircraft Reports Selling By Officers

Glenn L. Martin, president and director of the Glenn L. Martin Co., Baltimore, manufacturer of Army bombers and clipper ships, owned 355,285 shares of Martin common stock and 1,000 five-year 6% convertible notes as of April, 1937, according to data released in June by the Securities and Exchange Commission relating to its monthly summary of security transactions and holdings by officers and directors of companies in their own stocks.

A summary of April listings of aircraft companies showing transactions and holdings of officers, directors and principal stockholders of corporations with equity securities registered, follows:

**Air Devices Corp.**—Joseph A. Sisto, dir., bought and sold 2,500 common, holding none.

**American Airlines, Inc.**—E. L. Cord, benef. owner, acquired 100 common in Feb., 1936, 100 in April, holding 2,377; also holds 400 common each in trust for Chas. E. Cord, Nancy V. Cord, Sally K. Cord, V. K. Cord and Billy J. Cord (prop. int. not shown). C. R. Smith, off. and dir., decreased common 20 to 737 and holds 41,000 4% conv. debentures.

**Consolidated Aircraft Corp.**—C. A. Van Duzen, off. and dir., acquired 100 common in August, 1935, 50 in Oct., 50 in November, 100 in December, 100 in Feb., 1936, 100 in April, 100 in July, 100 in September, 100 in November, 100 in Feb., 1937, 100 in March and 100 in April, holding 3,500; acquired 120 3% conv. pfd. in August, 1936, through exercise of rights and 28 in February, 1937, holding 148. R. S. Madson, off. and dir., decreased common 100 to 3,800 and increased 3% conv. pfd. 200 to 320.

**Ex-Cello Aircraft & Tool—Newton A. Woodworth, off. and dir., received 2,593 common as compensation in Feb. 1937, and sold 3,000 in March, leaving 6,097. H. G. Bixby, off., disposed of all 101. Phil Huber, off. and dir., decreased 800 to 3,933. Thor M. Olson, off. and dir., decreased 500 to 8,500.**

**National Aviation Corp.**—Aviation Securities Corp., benef. owner, decreased 24 common in 62,423 by exchange.

**Menasco Mfg. Co.**—Al S. Menasco, off. and dir., decreased 100 to 36,891 common.

**Pan American Airways**—H. Fleischacker, off. and dir., acquired 50 common.

**Roosevelt Field, Inc.**—Grover Loening, dir., increased 1,200 common to 20,000. **Seversky Aircraft Corp.**—Paul Moore, dir., increased 12,500 common in March, 1937 and decreased 3,000 in April, holding 171,287.

**Stearman Hammond Aircraft Corp.**—Dean B. Hammond, off., decreased 75 common to 9,425.

**Western Air Express**—Harold P. Fabian, dir., decreased 400 to 500 common.

Following is tabulation of equity holdings of officers, directors and principal stockholders of companies, any of whose securities have become registered with the SEC:

**Air Devices Corp.**—Vincent Bendix, dir., none in May, 1937.

**Curtis Wright Corp.**—Walter S. Martin, dir., none in May, 1937.

**Fairchild Engine & Airplane**—Duncan B. Cos. off. and dir., none in April, 1937. James B. Osbury, off. and dir., none in April, 1937. Fairchild Aviation, benef., 337,032, in April, 1937.

**Glenn L. Martin Co. Common**—Gardner W. Carr, off. and dir., 495 in April, 1937; Glenn L. Martin, off. and dir., 355,285 in April, 1937; Harry F. Vollmer, Jr., dir., 200 in April, 1937; Glenn L. Martin, 8,000 5-year 6% conv. notes in April, 1937; Thomas H. Jones, off. and dir., none in April, 1937; W. A. Crenshaw, dir., 310 common, and through Vaughn Crenshaw Son, 100 common, in April, 1937; Mr. Crenshaw also held 1,000 5-year 6% conv. notes.

Following is tabulation of equity holdings filed by persons becoming off-

icers, directors, or principal stockholders of issuers having any equity securities registered:

**Air Investors, Inc.**—Joseph T. Hartson, dir., none in April, 1937.

**Consolidated Aircraft Corp.**—C. A. Van Duzen, off. and dir., 2,400 common in April, 1937.

**Lockheed Aircraft Corp.**—Charles A. Barker, Jr., dir., 100 common in May, 1937.

### Consolidated Has New Cost Policy

#### Experimental Costs to Be Charged Off at Early Stage of Projects But Allows Profits Later

Consolidated Aircraft Corp. has outlined a policy of charging off experimental and development costs in such a way that small profits may result during the early life of models but greater profits may be yielded if the model can be sold beyond the originally estimated period of usefulness, according to a statement in its application for transfer to the New York Stock Exchange from the Curb Exchange.

The cost of experimental and development work directly applicable to specific projects is capitalized as a goodwill type of asset and subsequently amortized within a reasonable time against the costs of resultant production orders received or in prospect.

If the number of units sold is fewer than the number originally estimated, then the costs not equitably amortized against such fewer number of units is written off against the income of the period in which the necessity for such adjustment becomes apparent.

This method is used by such companies as Douglas Aircraft. Its profits in 1935 rose over 1934 because it was still selling its DC-2 model transport on which the experimental costs were largely written off in 1934.

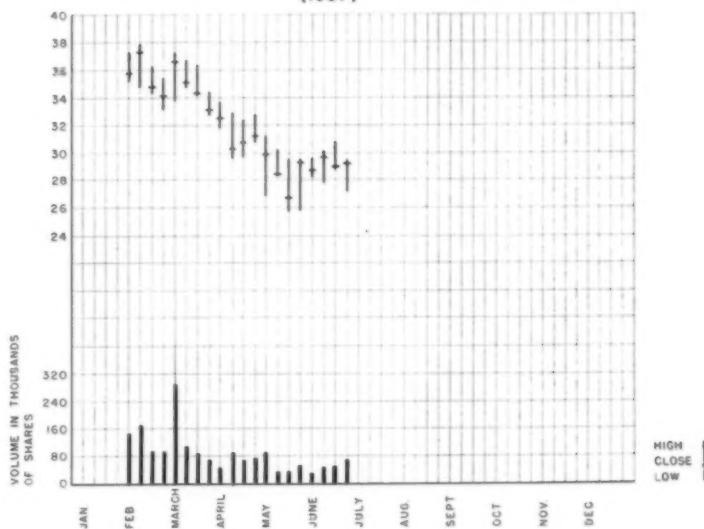
If work on any projects is abandoned before completion, cost of this experimental and development work is written off against income in the period abandoned. The cost of experimental and development work not directly applicable to a particular project, however, which includes all general research work, is absorbed in current operating expenses of the period in which it is incurred.

### General Tire Amends

The General Tire & Rubber Co., which manufactures airplane tires as part of its general rubber business, has filed an amendment with the Securities and Exchange Commission stating that it will offer 64,697 shares of \$5 par common stock to stockholders at the rate of one new share for each seven held, and the unsubscribed balance to the public at the market through Lehman Bros., the first Cleveland Corp., Kidder, Peabody & Co., G. M. P. Murphy & Co., and W. E. Hutton & Co., as underwriters. The company also stated it will offer 15,000 shares of the stock to officers and employees instead of 47,125 as stated in the original registration statement. This stock will be issued at \$10 per share.

## AVIATION STOCK TRENDS

WEEKLY AVIATION AVERAGES  
(1937)



DATA SUPPLIED BY WYCKOFF ASSOCIATES, INC.  
CHART AND COMMENTS BY PHILIP P. FRIEDLANDER

Data Supplied by Wyckoff Associates, Inc.  
Charts and Comments by Philip P. Friedlander

The fact that the aviation stocks acted better than the general market during the past two weeks is of the utmost significance. It shows, first, that the list is pretty well sold out, and second, that a bottom of some importance has been established. Recalling that aviation securities sold off ahead of the general list, one is inclined to believe that this group might be one of the important leaders in the next substantial rally movement.

During the week of June nineteen, the Dow Jones Industrial Averages reached a new low point of 163.31 on the move, while the Aviation Averages went down to 27.22, almost a point and a half above the old low of 25.81 reached during the middle of May.

The failure of the Averages to go into new low ground, coupled with

the fact that even now the averages are hovering close to 30, selling around 29.16, leads one to believe that another attempt will be made, in due course, to break the resistant point of 30.5. There is some evidence that the averages will go between 31-32, and then settle back to a line movement for a later test out of the upper supply point around 35 to 37. At least, at the present moment, there is enough preparation for such a market performance.

If the Aviation Averages should penetrate through 30.5, await another set-back, then buy into the group. Pick out only those stocks which recently behaved better than the general list. A careful combing will reveal the aviation stocks which broke through their old supply and went into new high ground. One cannot afford to be too bearish on the general market situation.

## LEADING AVIATION STOCKS

### NEW YORK CURB EXCHANGE

	Week Ending June 19				Week Ending June 26			
	High	Low	Net Change	Sales	High	Low	Net Change	Sales
Aero Supply .....	24	24	+1 3/4	100	33 1/2	31 1/2	+ 1/2	1,300
American Airlines ..	22	20	- 3/8	2,400	22 1/2	19	+1 3/8	5,200
Beech Aircraft .....	3 1/2	3 1/4	- 1/8	600	3 1/2	3 1/4	- 1/8	300
Bell Aircraft .....	12	11	- 2	500	12 1/2	12	+ 1/2	700
Bellanca Aircraft ..	5 1/2	5 1/2	.....	200	5 1/2	5	- 1/2	200
Consolidated Aircraft .....	23	19 1/2	+1 1/4	2,000	23 1/2	21 1/2	+ 1 1/2	1,300
Fairchild A .....	6	5	- 1	1,200	4 1/2	4	.....	600
Irving Air Chute ..	12 1/4	12 1/4	- 1/8	100	11 1/2	11 1/2	-1 1/8	200
Lockheed Air .....	12 3/4	11 1/2	- 1 1/2	5,800	12 1/2	11 3/4	+ 1/8	1,400
Pan Am. Air .....	63 1/2	62 1/2	+ 1/8	700	63 1/2	62 1/2	-1 1/8	600
Seversky Aircraft ..	3 1/2	3 1/2	- 1/8	39,000	3 1/2	3 1/2	- 1/8	3,700

### NEW YORK STOCK EXCHANGE

	Week Ending June 19				Week Ending June 26			
	High	Low	Net Change	Sales	High	Low	Net Change	Sales
Aviation Cp. of Del.	63 1/2	53 1/2	- 1 1/2	12,100	63 1/2	6	+ 1 1/2	5,400
Bendix Aviation ..	19 1/2	18 1/2	- 1/8	8,000	19 1/2	18 1/2	- 1/8	5,200
Boeing Airplane ..	31 1/2	28 1/2	+ 1 1/2	20,900	30 3/4	28 1/2	-1 1/2	14,700
Curtis-Wright ..	5 1/2	5	- 1/2	34,100	5 1/2	5 1/2	.....	13,200
Curtis-Wright A ..	17 3/4	16 1/2	- 1 1/2	8,700	17 1/2	16 1/2	- 1 1/2	3,600
Douglas Aircraft ..	58 1/2	54 1/2	+ 1 1/2	28,100	58 1/2	56	-1 1/2	9,600
Glenn L. Martin ..	21 1/2	19 1/2	- 1	8,300	21	19 1/2	- 1 1/2	2,300
Nat'l. Aviat'n Corp.	12 3/4	11 1/2	- 1 1/2	1,700	13 1/2	12 3/4	- 1 1/2	600
N. Amer. Aviation ..	11 3/4	10 3/4	.....	14,300	11 1/2	11	- 1/2	6,600
Sperry Gyroscope ..	17 3/4	16	- 1 1/2	8,400	17 1/2	16 1/2	- 1 1/2	5,000
Thompson Products	25 1/4	24	- 1 1/4	2,800	24 1/2	23 1/2	- 1 1/2	1,600
Trans. & W. Air ..	14 1/2	13 1/2	- 1 1/2	4,400	14 1/2	13 1/2	- 1 1/2	1,700
United Aircraft ..	26 1/2	23 3/4	+ 1	17,100	27 1/2	25 3/4	+ 1 1/2	10,200
United Air Lines ..	15 3/4	14 1/2	- 1 1/2	10,600	16 3/4	15	- 1 1/2	5,600

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